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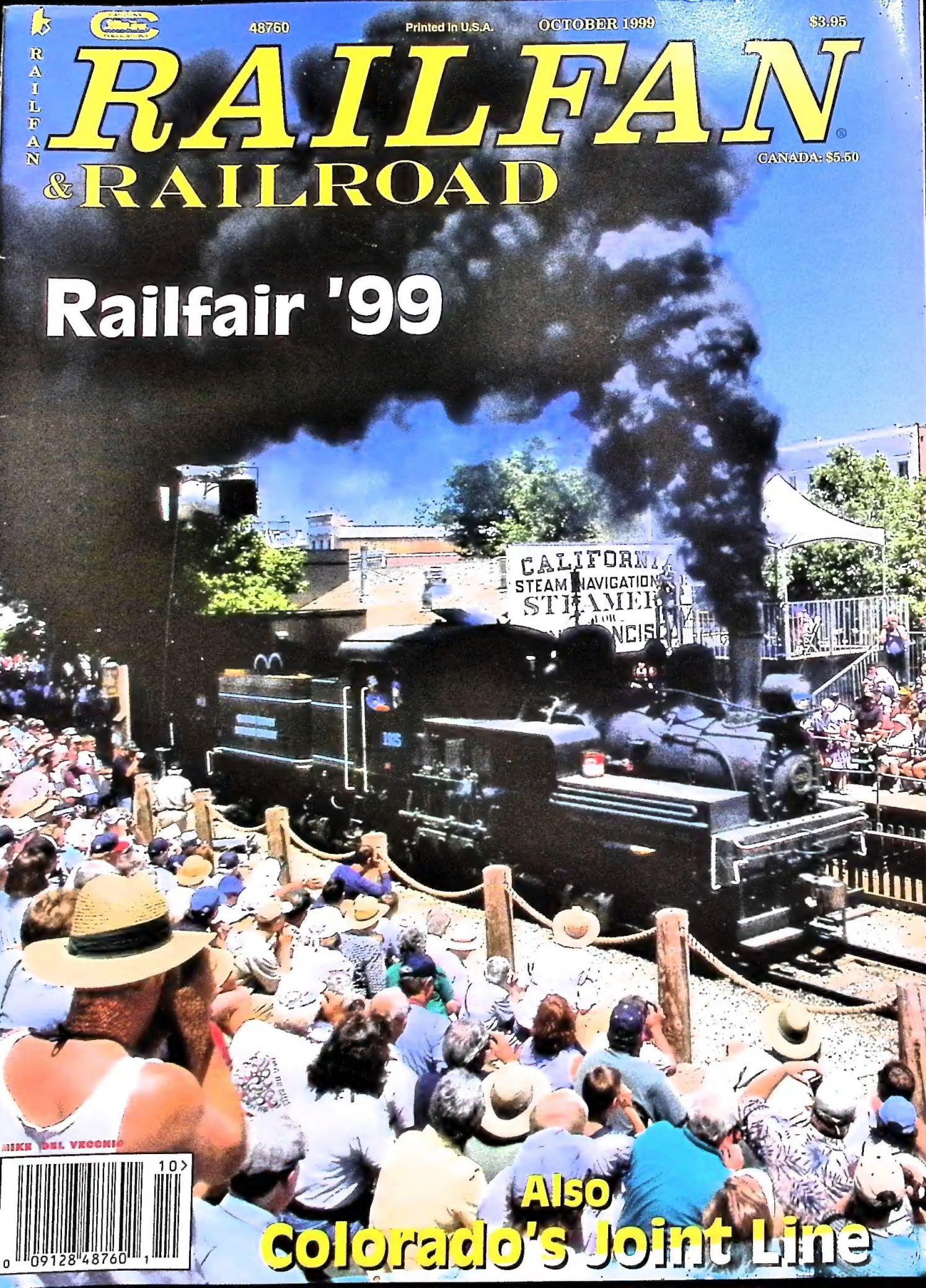
Railfair '99



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Also

Colorado's Joint Line

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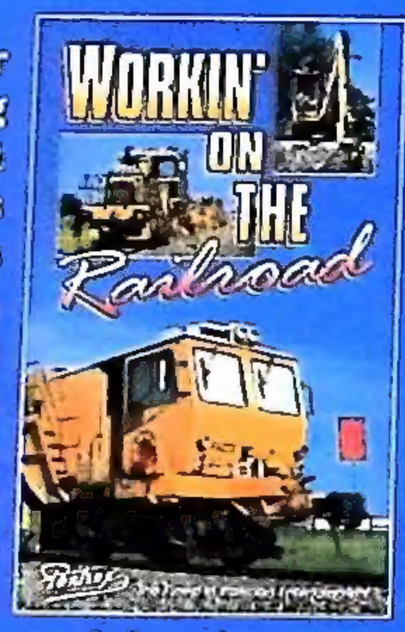

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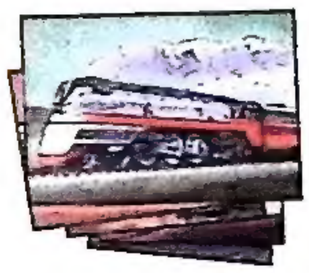

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RAILFAN® & RAILROAD

OCTOBER 1999/VOLUME 18 NUMBER 10

RAILROAD / founded 1906 / volume 121 number 7

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on the cover

Graham County No.1925, owned by the North Carolina Transportation Museum, was the winner of "The Great Shay Race" — just one of the many highlights of the Railfair '99 spectacular. See our complete coverage of Railfair beginning on page 40. Photograph by Mike Del Vecchio.

Publisher's Desk: Cooperstown & Charlotte Valley Railroad

Cooperstown, New York is a pleasant country community with a good hospital, a big old country hotel on a lake, a farmers' museum and the Baseball Hall of Fame. Cooperstown derives its name from J. Fenimore Cooper, the American author who hailed from those parts. In winter there is plenty of parking. During the summer tourist season, parking is tight. You often have to park on the outskirts of town and take the trolley into town, which is really a bus built to look like a 1910 trolley. The logic of calling a bus a trolley has always escaped me, but I guess modern day tourists don't know the difference.

Smack in the center of Cooperstown is the northern terminus of the Cooperstown & Charlotte Valley Railroad and its large old cream-colored, two-story railroad station, headquarters of the Delaware Otsego Corporation, operators of the New York, Susquehanna & Western and other short lines. It's hard to realize that Susquehanna freight trains running 150 miles south, near our offices, are dispatched out of Cooperstown by radio. On my first visit, the small yard at Cooperstown boasted the Delaware Otsego's blue private car and half a dozen freight cars. One of the boxcars looked as though a chimpanzee had hand-painted the car in garish colors, more likely the work of some high-priced modern artist who received awards for his labors. The car was used to store recycled paper from local townsfolk.

Some years ago, I met with Walter Rich, DO president, who showed me around, after which we drove a short distance to a new, metal, single-stall engine house. He asked if I'd like a ride, and I said sure. Inside was a maroon Alco RS2 with a yellow stripe, lettered Kingston Terminal 100. I helped open the huge door while Walter started up the venerable engine for the 15-mile run to Cooperstown Junction. Enroute we passed C&CV 0-6-0 No.2, a truckless ex-Delaware & Hudson arch roof mail car, a wooden red wedge plow and a few other pieces of equipment. Big black DO boxcars with full-length doors were seen at a lumber yard. Other DO boxcars were painted blue. Most of those cars have since disappeared. I helped pull the cord on the chime whistle as we passed intersections. One truss bridge had a ten-mile-per-hour speed restriction.

The C&CV dates to 1869 and was acquired by the Delaware & Hudson in 1903. Passenger service was discontinued in 1937 and freight service ended in the late 1960s. The DO bought the line in the 1970s. It was embargoed some years back.

For several years the Leatherstocking Railway Historical Society (an NRHS Chapter) had eyed the line with its potential for tourist traffic and alleviating Cooperstown's serious parking problems. On July 1, 1998, the LRHS paid $650,000 for the line. It had already received a $900,000 federal transportation grant and another $250,000 from New York State to get the ball rolling. After necessary upgrading of track, the society started operation this year with a diesel and several coaches. A first-class car and commissary car are planned. Steam? Perhaps in the future.

The trains arriving in Cooperstown stop some distance from the Delaware Otsego's headquarters and small yard. At this time there are no plans to extend service to the DO terminal.

The Leather stocking group also has a sizable equipment collection which they plan to display at Cooperstown Junction. Leather stocking? Read up on your James Fenimore Cooper.

MPA

TRAIN

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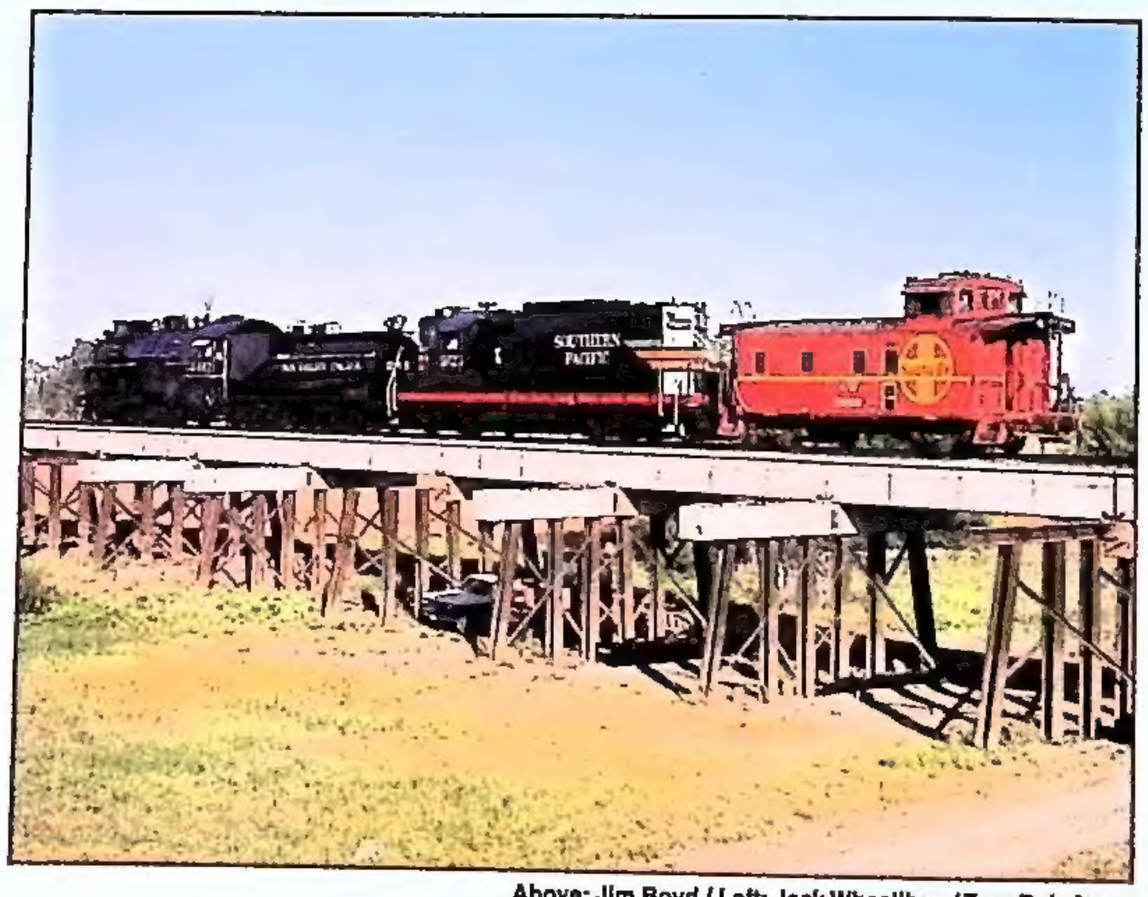
California Steamin' on the road to Railfair '99

UNION PACIFIC 844 AND 3985 *were sailing across the Great Salt Lake on the ex-Southern Pacific Lucin Cut-Off on May 13, 1999* ***(above).***

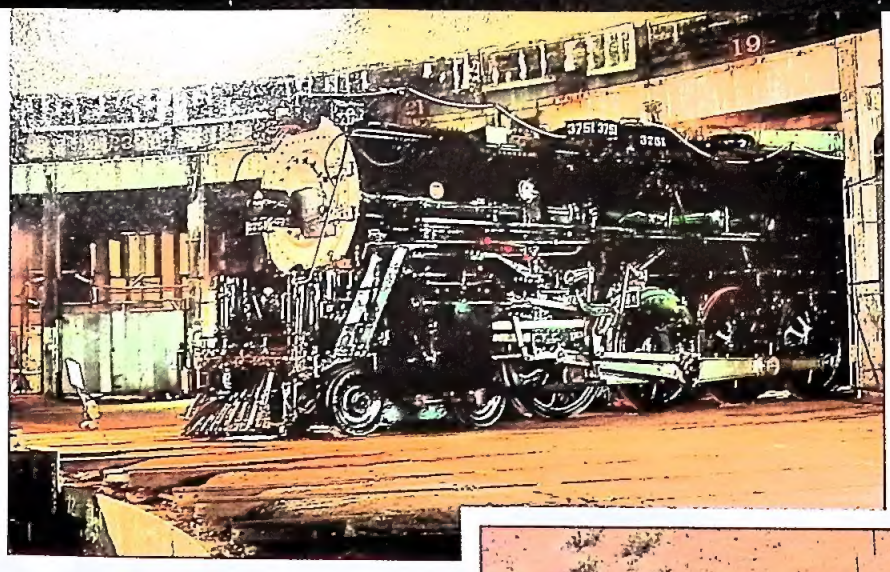


SOUTHERN PACIFIC STEAM *was on the road to Railfair in mid-June 1999. SP 4-8-4 4449 passed under Mount Hood as it cruised on the Washington side of the Columbia River Gorge near The Dalles, Oregon, on June 12th* ***(below left).*** *The following day it met McCloud 2-6-2 No.25 at Lookout, California* ***(below right).*** *SP 4-6-2 2467 was just outside Sacramento with Oakland Terminal's "Black Widow" GP9 5623 on June 16th* ***(right).***

Above: Jim Boyd / Left: Jack Wheelihan / Top: Bob Avery

Steven J. Brown

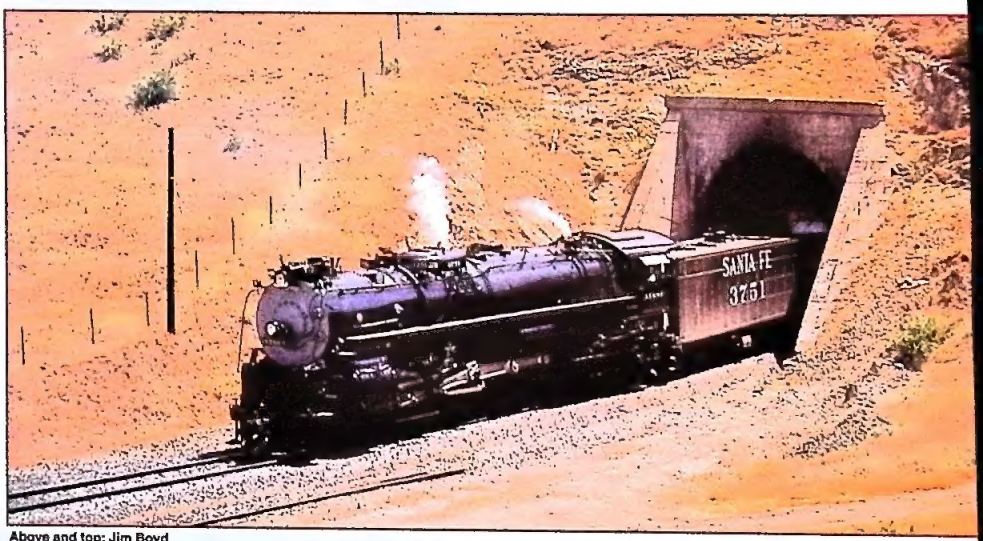
FIVE STEAM LOCOMOTIVES worked their way to Sacramento, California, in the weeks leading up to Railfair '99 under their own power, providing a magnificent display of main line steam. First out was Union Pacific's duo of Northern 844 and Challenger 3985, which left Cheyenne, Wyoming, in mid-May to be in California in time for the rededication of Roseville Yard on May 26th. In early June, three more Railfair participants hit the road. Southern Pacific 4-8-4 4449 left Portland, Oregon, on June 12th for a three-day jaunt through the Columbia River Gorge, the Inside Gateway and the Feather River Canyon. Santa Fe 4-8-4 3751 spent four days on the road, heading from Los Angeles on June 13th to Railfair



*SANTA FE 4-8-4 3751 departed its new home in Redondo roundhouse on June 13, 1999, to embark on a four-day trip to Sacramento for Railfair '99. The previous evening the big Northern looked right at home in stall 19 of the roundhouse (**left**). On June 14th the locomotive was drifting out of Tunnel 2 near Caliente, California, after traversing Tehachapi Loop (**below**). The marathon trip was run in reverse after Railfair, with 3751 leaving Sacramento on June 28th, getting only as far as Fresno that night. The next day, a derailment in Bakersfield slowed the railroad down to the point that 3751 didn't begin its assault on Tehachapi until almost dusk. The locomotive worked through Caliente in the last rays of light (**bottom**) and rounded the loop in darkness.*

via Cajon Pass and Tehachapi Loop. Finally, Southern Pacific 4-6-2 2467 made a quick dash from its home in Oakland on June 16th.

After Railfair, all five locomotives had to get back home. Union Pacific was first out, with Challenger 3985 and a crippled 844 leaving Sacramento on Monday, June 28th. Santa Fe 3751 also got out on Monday, Bakersfield bound but only getting as far as Fresno. Tuesday saw the SP contingent departing, with the 4449 heading back to Portland and 2467 on its way to Oakland. See the Railfair feature beginning on **page 40** for more on the great main line steamfest. ⊂



Above and top: Jim Boyd

Steve Barry

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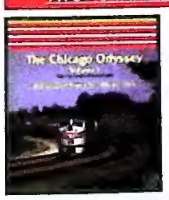
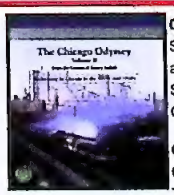
TWO - 2 TAPE SETS ABOUT VINTAGE RAILROADING IN AND AROUND CHICAGO





CHICAGO ODYSSEY VOL. I... Emery Gulash. Spectacular action in and around Chicago in the 50's and 60's. Santa Fe, CB&Q, NP, BN, C&WI, North Shore, Grand Trunk, GM(O, IC, Monon, N&W, C&EI, C&O plus more. **2- 90 min tapes...$54.95 #53047**

CHICAGO ODYSSEY VOL. II...(Two tape set) Continuation of Vol. I. From the 60's, into the early 70's. C&NW Milw. Rd., GM&O, South Shore, CTA, Grand Trunk, Great Northern, SOO Line, EJ&E, Indiana Harbor Belt, C&EI, C&O, B&O passenger trains galore and freight. **Two 90 minute tapes...$54.95 #53079**

UNION PACIFIC SUPER RAILROAD... Follow the Union Pacific from the Mississippi River at Clinton, Iowa, along the Lincoln Hwy. to Cheyenne, Wyoming. See the ending of the C&NW era in Iowa. Also, visit Bailey yard, the world's largest.
90 minutes...$29.95 #53115

THE DETROIT TOLEDO AND IRONTON VOL. I & II...
Two tapes. Volume I - 1920 to 1980. Volume II: Integration with Grand Trunk. Most complete coverage EVER of one railroad. Great reviews from the railroad press!
Volume 1- 60 minutes...$24.95 #53013...
Volume 2- 60 minutes...$19.95 #53014...

EARLY DIESELS... Part of the Top Frog series from Emery Gulash. Footage from Santa Fe, Union Pacific, D&RG, Milwaukee Road, New York Central, GM&O, Soo Line, B&O, Erie Lackawanna, Pennsy, Nickel Plate and Rock Island. **60 minutes..$29.95 #53145**

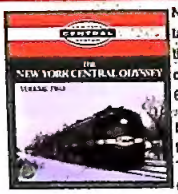
ERIE LACKAWANNA...Two tape set from the 16mm color camera of Emery Gulash. Begins in early 1962 after the merger of the Erie & Delaware, Lackawanna & Western and continues to the formation of Conrail in 1976. Stereo sound. **130 minutes...$54.95 #53063**

THE ILLINOIS CENTRAL...Two tape set. Over 2 hours of action on the IC from the early 50's through the 80's. Last hour and twenty minutes covers current IC and CC&P spinoff.
140 minutes...$49.95 #53024

THE NEW GEORGIA RAILROAD... Restored loco #750, a 4-6-2 struts its way around Atlanta. 750 has been stored in mothballs since the early 90's. This is a great chance to see this beautiful locomotive in action again!.....**28 minutes...$19.95 #53002**

MICHIGAN FAST FREIGHT...1967 action on C&O, DT&I, Pennsy, Santa Fe, N&W, NYC, Grand Trunk and DT&SL in Michigan, Emery Gulash...**54 minutes...$24.95 #53009**

A Two Volume set of Vintage Material about the New York Central Railroad—EACH package contains TWO TAPES!



NEW YORK CENTRAL ODYSSEY VOL. 1 (Two tape set) From the camera of Emery Gulash comes the most incredible coverage of this railroad. Vol. I covers action from the early 50's through the early 60's. **140 minutes...$54.95 #53036**

NEW YORK CENTRAL ODYSSEY VOL. 2 (Two tape set) Takes over in summer of 1963 from Vol. I. Transition to Cigar Band Herald, introduction of Hi-Cube cars, RDC jet trials. Action on Toledo Division, the Electric Division and more. Finally the merger into Penn Central. From the camera of Emery Gulash.
160 minutes...$54.95 #53069

THE NICKEL PLATE... From the camera of Emery Gulash. Steam and 1st generation diesels in the 50's and 60's, as well as the Akron Canton & Youngstown.
45 minutes...$24.95 #53048

PACIFIC NORTH WEST KALEIDOSCOPE... Full color, 16mm footage in the 30's through the early 70's. Lots of Milwaukee Road action. Electric's, F's, early Geeps, plus Union Pacific, Great Northern, Northern Pacific, Yakima Valley, Seattle Trolley system and MORE!... **60 minutes...$24.95 #53102**

PASSENGER TRAINS OF THE 60'S: VOL. I, VOL. II, VOL. III

VOL. I... New England, Memphis Union Station, Trains of the West Coast. Every passenger train you can think of that ran in these areas dominate this tape!
35 minutes...$19.95 #53141

VOL. II... Trains of New Orleans, Trains of Atlanta. From the Hummingbird to the Pelican, and others are featured in this tape..**30 minutes...$19.95 #53142**

VOL. III... Passenger trains of Birmingham. Vulcan, City of Miami, Southwind, Hummingbird, Seminole. If it went into Birmingham, it's here! **60 minutes...$19.95 #53143**

PENN CENTRAL...(Two tape set) From the camera of Emery Gulash. **Prior to the merger;** scenes near Valparaiso, Wayne, Michigan, Detroit, Altoona, St. Louis and Michigan and Ohio locations. **Tape two:**1969 operations; winter scenes in Michigan and Ohio. Spring, visit Windsor, Canada Buffalo, New York, Pittsburgh, Ohio, back to Michigan for Fall and Winter action. Wreck train equipment, steam train through Buffalo. Color.
180 min...$54.95 #53128

THE PENNSYLVANIA RAILROAD... From the camera of Emery Gulash. From 1952 until the merger with the New York Central, this tape covers the end of steam and classic 1st Generation diesels. **60 minutes...$29.95 #53043**

The Circus and the Railroads... Action along the hi-iron, at two museums;some of the finest full size and model circus collections you can find. Circus train along the main to Milwaukee, unloading equipment, a circus parade, Wisconsin's **Circus World Museum,** as well as **The House on the Rock... 30 minutes...Stereo Hi-Fi sound..$19.95 ..# 53150**

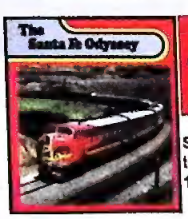
RAILS IN TRANSITION VOL. 1...1960's action on MoPac, N&W, GM&O, Pennsy, Frisco, and Manufacturers Railroad. **60 minutes...$24.95 #53016**

RAILS IN TRANSITION VOL. 2...1960's action on Santa Fe, Katy, B&O, C&O, C&NW, Milw Rd., T.R.R.A., South Shore and CB&Q. **45 minutes...$19.95 #53039**

RIO GRANDE ODYSSEY (Two tape set) Emery Gulash. Early 60's until 80's.
1st Generation Geeps narrow gauge steam, great freight & passenger train action...
120 minutes...$54.95 #53049

THE ROCK ISLAND LINE... From the early 50's to the end of the Rock, best coverag ever of this incredible railroad, many rare diesels and lots of passenger trains.
60 minutes...$24.95 #53033

ST. LOUIS SOJOURN...1970's action in and around St. Louis, including Union Station. Covered are: Alton Southern, B&O, CB&Q, C&EI, IC, L&N, MoPac, N&W, Penn Central, Southern, TRAA.
60 minutes...$29.95 #53113



The SANTA FE ODYSSEY

A THREE VOLUME SET—and each set contains TWO tapes!! *From the 50's to the 90's!! The MOST comprehensive coverage of the Santa Fe EVER released on video...and from the 16mm color camera of Emery Gulash.*

SANTA FE ODYSSEY VOL. 1... (Two tape set) Over TWO HOURS of awesome train coverage spanning more than 30 years beginning in 1951.
130 minutes...$54.95 #53019

Continued next page

SANTA FE ODYSSEY VOL. 2...(Two tape set) Two hours of action in the 1970's covering the whole line from Chicago to the west. **120 minutes...$54.95 #53029**

NOTE: The two tape set of Santa Fe Odyssey Volume 3 can be found in the "Modern Railroading" section of this catalog.

THE SOUTH SHORE OF THE 1970'S... The South Shore Railroad of the 1970's. Passenger operations from Chicago, Illinois to South Bend, Indiana, freight action with "Little Joe's" and ex-Chessie Geep 7's. Covers operations from Randolph Street to South Bend. All seasons!.73 minutes..$29.95 #53118

THE TOLEDO, PEORIA WESTERN...A brilliant documentary about the railroad with the worst wreck in U.S. history, the longest railroad strike, the only railroad whose president was assassinated. Coverage from the 1880's through 1993...75 minutes..$24.95 #53055

UNION PACIFIC ODYSSEY

TWO–TWO TAPE SETS

from the 16mm color camera of Emery Gulash

UNION PACIFIC ODYSSEY Vol 1 (Two tape set) Two hours of spectacular railroading of the early 50's through the early 60's. Coverage of the UP when passenger trains and Turbines as well as "E" units ruled the day!
120 minutes...$54.95 #53034

UNION PACIFIC ODYSSEY Vol 2 (Two tape set) Continues where Vol. I left off. 1st Generation diesels, Centennial engines, Turbines, DD-35's and DD-40's trains that went to the 100th anniversary of the Golden Spike (including steam).
120minutes...$54.95 #53059

THE WABASH RAILROAD... Emery Gulash. From 1954 until the merger with the Norfolk & Western; classic coverage of one of America's favorite railroads. First Generation diesels and plenty of passenger trains! **60 minutes...$29.95 #53044**

WESTERN MARYLAND-END OF AN ERA...1970's action...from the 16mm camera of **Emery Gulash.** Mountain railroading in the East. Beautiful scenery and very rare material, from the master of railroad photography!. **70 minutes...$24.95 #53010**

VIDEOS FOR KIDS

TRAINS, TRAINS, TRAINS... For Kids 2 to 92! Kids, young and old, join K.C. Frog, **(Jim Henson crew built Muppet)**, on a tour of real and model trains. See how they work and why. **30 minutes...$19.95 #53107**

MODERN DAY RAILROADING

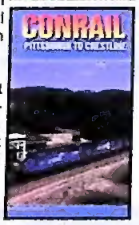
AMTRAK'S CALIFORNIA ZEPHYR VOL 1... Discovering the Great American West. Emmy Award winner. Trip takes you from Chicago to the West coast, aboard and off train. Visit with crews, take cab rides, stop at the Golden Spike Monument, meet a cowboy called the "One Armed Bandit", and visit inside the treasured California State Railroad Museum. 48 minutes...$24.95 #53070

AMTRAK'S CALIFORNIA ZEPHYR VOL. 2... The railfan version of Amtrak's California Zephyr, many views not seen in Vol. I. No narration, just brief words on screen. A great travel and relaxation tape!40 minutes...$19.95 #53076

CONRAIL'S BIG 4... Indianapolis to St. Louis... One of many in our Conrail series. visit Terre Haute; Effingham; Greencastle and Avon Indiana; East St. Louis. A tour of the manufacturing operations of RoadRailer. You'll also see IC, UP, BNSF, NS and CSX...60 min...$29.95 #53154

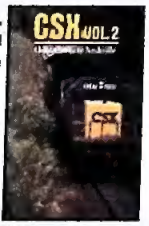
CONRAIL... Middle Division... Juniata shops in Altoona, Enola Yard in Harrisburg, coverage of main line between Altoona to Harrisburg, Mount Union, Horseshoe Curve.
82 minutes...$29.95 #53126

CONRAIL... Pittsburgh to Crestline... 60 trains per day. History in the making as the big blue locomotives of Conrail roll out their final days. Locals and mainline, shortlines and pool power, it's all here in broadcast quality video. **60 minutes...$29.95 #53133**



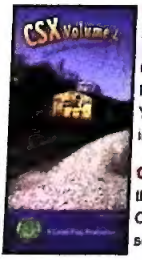
CONRAIL... The West Slope... Exciting action on helper district between Gallitzin, PA and Johnstown, PA. Tunnels at Gallitzin; village of Crescent (where helpers are based); action at Lilli; Cassandra (deep rock cut); branch line through Portage; action at Summerhill; Southfork (connection with the branchline); Mineral Point (the beautiful valley below); and Johnstown. **60 minutes...$29.95 #53119**

CSX VOL. 1- Atlanta to Chattanooga... Fast paced action on CSX between Atlanta and Chattanooga. Train meets, branch line operations, yard activity and some fine historical information...
60 minutes...$29.95 #53068



CSX VOL. 2- Chatt. to Nashville... Incredible mountain railroading, pusher service, cab ride through Cowan Tunnel and fast paced action on the mainline. Visit Radner yard in Nashville, including the hump tower. **60 minutes...$29.95 #53085**

CSX VOL. 3-Nashville to Louisville... Continuation of the popular CSX series. See two ex-L&N branch lines, CF-7's; Kentucky Railroad Museum. **60 minutes...$29.95 #53097**



CSX VOL. 4-Louisville to Cincinnati... Appalachian scenery, big bridges, tunnels and very fast paced action. **60 minutes...$29.95 #53108**

CSX VOL. 5- Evansville to Chicago... Fast paces action from Ohio River up through Indiana and Illinois. See Terre Haute, Evansville Yard, SOO Line, Union Pacific, GTW, Amtrak, EJ&E, and Conrail interchanges as well. **60 minutes...$29.95 #53117**

CSX VOL. 6-Pittsburgh to Willard, Ohio... 200 miles of track through beautiful fall scenery on journey from Pittsburgh to Willard, Ohio; non-stop action and a fitting addition to our very popular CSX series. Digital stereo. **60 minutes...$29.95 #53135**

CSX-VOL. 7... Jacksonville to plant City... Florida isn't [illegible] Plant City is the junction to the Bone Valley, and we see phosphate trains on the branch. Also the "juice trains" (all citrus trains) and much more action! **60 minutes...$29.95 #53139**

CSX-Vol 8... Mountains, CSX shops, steam on Western Maryland Scenic Railroad. Baltimore Service Lane, Cumberland Business Unit. Inside Cumberland shops; between Hyndman to the West and Paw Paw to the East. Cumberland, Cumberland Terminal, Keystone and Mountain Subdivisions ...
60 Minutes...$29.95 #53148

THE EMPIRE BUILDER... Emmy award winning production ; beautiful documentary about the AMTRAK train from Chicago to Seattle. On train, in the cab, aerial shots, and interviews with crew member. **48 minutes...$24.95 #53046**

THE EMPIRE BUILDER-2ND EDITION... You'll love the second edition. A railfan,'s view, off train, from the air, and from the cab. No interviews, just great railroad action.
40 minutes...$19.95 #53052

FROM COAL TO KILOWATTS-THE COAL TRAINS OF DETROIT EDISON... The most comprehensive coal train tape ever produced.....in the mines, dumping at the power plant, from trains to boats to coal plant .90 minutes...$29.95 #53077

FLORIDA EAST COAST RAILROAD...yards, repair shops, along right of way, Jacksonville to Miami, beautiful night shots. Bowden yard - Jacksonville, Beaver Street tower, Jacksonville Container yard, NASA's connection with FEC, Miami Hialeiah yard, NSB yard & shops; much more **80 minutes $29.95 #53121**

GODERICH EXETER... Railtex's new venture into Canada. Shortline in winter and summer. Great action with chop-nosed GP9's, cab rides and deep, cold snow!
60 minutes...$19.95 #53093

THE GOLDEN HORSESHOE: FOREIGN POWER INVADES CANADA... Toronto action abounds. From Niagara Falls to east of Toronto. Besides the CPR and CNR, you'll see Amtrak, VIA, GO trains and foreign engines from the U.S.
60 minutes..$19.95 #53089

THE GP-9'S... 80's action with four nines...caught on the Georgia Northeastern branch, fast paced action into the North Georgia Mountains. **70 minutes..$19.95 53023**

ILLINOIS HOT SPOTS... 80's action at Galesburg, Tuscola Springfield, Savannah, Effingham, Benton, East Dubuque, Centralia, East Clinton...18 major hot spots...Santa Fe, BN, Conrail, Norfolk Southern, C&NW. **60 minutes...$24.95 #53025**

MAGNOLIA CUT-OFF OF THE CSX... Originally the B&O, engineering cut-off made world-wide history. Fast paced, beautiful 80's action.
60 minutes...$24.95 #53056

MAINTENANCE OF WAY YESTERDAY AND TODAY... History and today's way of building, rebuilding and maintaining track. .. from the experts... **45 minutes...$24.95 #53090**

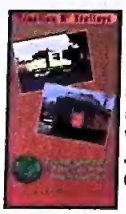
MARION HOT SPOTS... early 90's action...The train watching capitol of Ohio. More than 30 scheduled trains a day on CSX and Norfolk Southern add tremendous variety to this fast paced, action filled tape. **60 minutes...$19.95 #53045**

THE MONONGAHELA RAILWAY... Now gone, but not forgotten! In its time, the MOST beautiful heavy rail operation in the east. Fast paced action on one of the largest coal hauling RR's in the U.S. **60 minutes...$24.95 #53032**

NORFOLK SOUTHERN-Atlanta to Chattanooga...148 mile mainline, South's busiest. Inman yard; NS's biggest intermodal terminal. Auto racks, double stacks, piggybacks, RoadRailers race across this hill-and-dale mainline. Long manifests, heavy coal trains from Appalachia and Wyoming behind the latest Dash 9-40CW's and SD70's; Braswell Mountain grade, radio-controlled mid-train helpers, run-through power from Union Pacific, Conrail, Kansas City Southern, Southern Pacific. Ends at DeButts yard in Chat. also site of a major engine shop where NS readies its newest power for service. **60 minutes...$29.95 #53124**

RAILROADING THROUGH THE WINTER OF '93... The blizzard of 1993 in the N.E. corner of the U.S. and in S.E. Canada. Canadian National, Canadian Pacific, Amtrak, CSX, Grand Trunk, Via Rail, Go Transit at Aldershot, Burlington West, Niagara Falls, Fort Erie, Copetown, Dundas, and Bayview Junction.
60 minutes...$19.95 #53065

RAILROAD VIDEO MAGAZINE-VOL. I... Action on Goderich Exeter shortline in Canada, Pinsley railroads in Florida, Hump yards, past and present, Allegheny RR, steam fan trips of the 60's and 70's. All color, fast paced action. **65 minutes...$24.95 #53075**



TRACTION N' TROLLEYS

Film from the 30's and 40's,50's and 60's. Visit **North Shore Railroad (including spectacular Winter scenes), South Shore, Seattle Trolleys of the 30's and 40's, Yakima Valley operations, and in the 1930's, the Third Avenue Trolleys, the New York Westchester & Boston, Public Service Transport of New Jersey, and the Lehigh Valley Transit.**
60 minutes...STEREO Hi-Fi Sound...$29.95 #53149

RAILS BUFFALO... 1991 action in and around the Buffalo, NY area. Conrail, Norfolk southern, Buffalo & Pittsburgh, Susquehanna, So. Buffalo RR, at Buffalo SK yard, Frontier Yard, Buffalo Jct., Depew, Silver Creek.
60 minutes...$19.95 # 53040

RAILS CANADA... 80's fast paced action in eastern Canada on both CNR and CPR.
25 minutes...$14.95 #53012

RAILS CHICAGO... 15 railroads in the Chicago area. UP, IC, South Shore, Santa Fe, BN, Indiana Harbor Belt, Norfolk Southern, Milwaukee, Grand Trunk, Amtrak, Conrail, Chessie, Soo, C&NW, and Metra.... **60 minutes...$24.95 #53011**

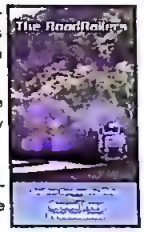
Continued on next page...

...Hammond, Indiana, Blue Island, Joliet, Elmhurst, ...re favorite hot spots. Soo Line, Santa Fe, Burlington ...Conrail, CSX, EJ&E, Amtrak, Union Pacific, Chicago & ...60 minutes...$24.95 #53112

RAILS NEW ORLEANS... 8 railroads, an incredible trolley line: Illinois Central, Norfolk Southern, Kansas City Southern, CSX, Union Pacific, Southern Pacific, New Orleans Public Belt RR, New Orleans Lower Coast RR and the Regional Transit Authority. CSX yard, locomotive servicing, tower action, trolleys of the St. Charles line (through the heartland of restored mansions), cab ride on New Orleans Lower Coast RR, tour of the Public Belt RR yards; through the Regional Transit Authority's shops where trolleys are completely rebuilt to appear as old units. . review of preservation and restoration! 60 minutes...$29.95 #53123

RAILS TO STEEL CITY...80's action in and around Pittsburgh. The most comprehensive coverage of this areal Conrail, CSX, Bessemer and Lake Erie, PAT trains and P&LE. 60 minutes...$24.95 #53022

Railfair '91...The U.P. Challenger, and Northern (double-headed) head to the Sacramento RR. Museum, and join lots of other engines steamed up and running the main, including Feather River and the Calif. Coast...60 minutes...$19.95 #57000



THE ROADRAILERS .Exciting action; valuable historical information; innovative mode of transportation. Introduced by the C&O as far back as 1955. Included in this production is an old C&O film showing the development of the RoadRailer...48 Minutes...$19.95 #53146

ROCKETS AND RAILS...Incredible coverage of the NASA railroad which serves the Kennedy Space Center. Great scenery, as well as space shots and hardware handled by the RR. 45 minutes...$19.95 #53026

SANTA FE ODYSSEY-VOL. III... (Two tape set) Spectacular coverage of modern day operations from Chicago to Kansas City. The fastest paced tape using four cameras you'll ever see! 120 minutes..$54.95 #53037

(Vintage Santa Fe ODYSSEY tapes can be found in the Vintage section of this catalog)

THE SIERRA RAILROAD...from photography Leon Oakley. Engines # 3 and 28 are stars. See Back to the Future set, and many locations which have appeared in Hollywood movies...40 minutes...$19.95 #53066

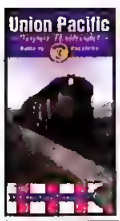
STEEL RAILS-PRIVATE VARNISH... Beautiful action inside and out of the **best private cars in North America.** Aerial shots along the Mississippi, interviews with car owners; run-by's. Convention portion held at the spectacular St. Louis Union Terminal where Green Frog was the official photographer of the AAPRCO 1994 convention. 60 minutes...$24.95 #53103

STEEL RAILS-PRIVATE VARNISH-THE SPECIAL TRAIN... The run-by's and aerial shots only, in a special tape of this fabulous train. 30 minutes...$19.95 #53104

FIVE Tapes on Union Pacific

UNION PACIFIC SUPER RAILROAD... Volume 1...Follow the Union Pacific from the Mississippi River at Clinton, Iowa, along the Lincoln Hwy. to Cheyenne, Wyoming. See the ending of the C&NW era in Iowa. Also, visit Bailey yard, the world's largest. 90 minutes...$29.95 #53115

UNION PACIFIC SUPER RAILROAD...Volume 2 Cheyenne to Ogden... Coal fields north of Cheyenne, Bill, Wyoming, Powder River Coal Basin, Sherm... Tunnels, Walcott Canyon, Green River, Granger, twin tunnels nea... River Canyon and Ogden. Fast paced, beautiful Western scenery! 90 minutes...$29.95 #53129



UNION PACIFIC SUPER RAILROAD Volume 3...U... The mountains and valleys of southern Idaho and ... ing freight meets all the way to Pocatello. Beautiful... 30 minutes...$29.95 #53132

UNION PACIFIC SUPER RAILROAD Volume 4... Idaho, west of Pocatello, even Centennial #6936 in... ance, fantastic scenery and packed with action. 60 minutes...$29.95 #53137

UNION PACIFIC SUPER RAILROAD Volume ... Subdivision... From Weiser through the Blue Mou... Horseshoe, Telocaset Hill, Blue Mountain grade, to... roughest territory on the UP and action galore! 48 minutes...$24.95 #53140

THE WAY WEST... Illinois to West Coast, fast paced frei... Santa Fe, Burlington Northern, Soo Line, Southern Paci... Action at Soldier Summit, Winterpark, Moffat Tunnel. Feat... 60 minutes...$24.95 #53073

THE WAY WEST-VOL. 2... Completely new material ; central Illinois to S... paced freight action: SP, BN, Moffat Tunnel route, Helper, Utah, high Sierras... 60 minutes...$24.95 #53083

WESTERN MARYLAND SCENIC RAILROAD... Beautiful coverage of this ... line which runs on ex-WM trackage. An Alco RS-3 and FPA-4 haul this trai... great mountain scenery. 30 minutes...$19.95 #53038

TODAY'S NARROW GAUGE

THE C&T IN '73...The Cumbres and Toltec was a very different railroad whe... began its tourist operation. Great fall scenery and action! 36 minutes...$19.95 ...

TWO TAPES ON THE RIO GRANDE K-27

1995 FREIGHT TRAIN...Follow the D&RGW 2-8-2 K-27 on an authentic freight through the mountains and prairies of the Rockies from Chama to Antonito and return. See how it really looked back in the 30's and 40's...60 min...$24.95 # 53152

1997 M.O.W. TRAIN...The Rio Grande derric OP is the second star in this train along with the D&RGW K-27, number 463. An authentic work train with the derrick and outfit cars takes us from Chama to Antonito and return...you'll see both tunnels, Toltec Gorge, water stops and more!...60 min...$24.95 #53153

COLORADO-STEAM MECCA..Great coverage of all Colorado major steam railroads from Colorado RR Museum, Georgetown Loop, Cumbres & Toltec, Durango and Silverton. Fast paced Digital Stereo sound. 60 minutes...$24.95 #53084

GHOST TRAIN FROM THE PAST

Hosted and Narrated by Mallory Hope Ferrell

In August, 1997, the **Rio Grande Southern** ran again... this time on the Cumbres and Toltec. Re-lettered K-27 number 463 to RGS #455 (before the wreck). Long freight train made up of D&RGW cars and caboose (re-lettered to **RGS** number 0404). Steam through well known ***"RGS"*** locations as Lower Gallagher, Keystone Hill, Lizard Head, Vance Junction, Ute Coal Pocket, Upper Gallagher, Bridge 45A and Brown/Meadow Creek. Meet with some old-timers who rode the real RGS. Real shots of the railroad in the 40's!. The way it was on the RGS 40 or 50 years ago, but top quality video, and superior stereo audio. 60 Minutes...$29.95 #53147

IN SEARCH OF NARROW GAUGE MIKADOS..The Rio Grande Narrow Gauge Mikes in many scenes NEVER before seen by anyone. Photographer Tim Lab walked the canyons and climbed the mountains to film these mikes like never before. 90 minutes...$29.95 #53054

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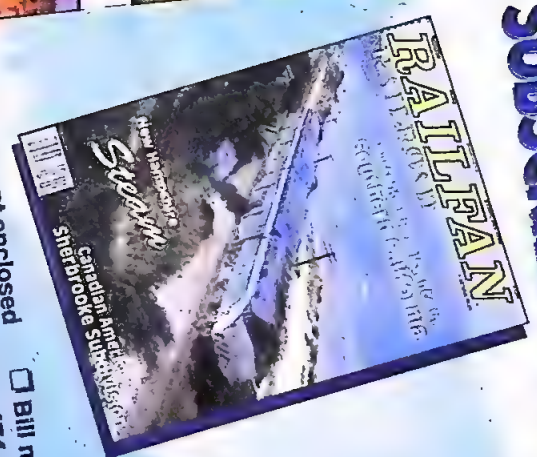

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FANMAIL

Boston & Maine's West End

Having started my 37-year career as a telegrapher/towerman/train dispatcher with the Boston & Maine by covering a first trick at Johnsonville, New York, tower on June 3, 1950, I found the article on Guilford's District 4 in the August 1999 RAILFAN & RAILROAD very interesting (although no one was able to spell *Schaghticoke* correctly). In the ensuing five years I worked many tricks at North Adams tower, Petersburgh Junction, Mechanicville yard office, Crescent tower and Rotterdam, in addition to more at Johnsonville as well as later dispatching the West End (now District 4). In the early 1950s this was truly railfans' paradise, and I always jumped at the chance to work there. The Delaware & Hudson, New York Central and Rutland were all still using steam power and, although the Boston & Maine technically was all diesel, there would occasionally be a P-3 Pacific show up balancing power on the Rutland day passenger trains.

It was at Johnsonville that I met a young railfan from Troy who has remained a friend ever since — Jim Shaughnessy. Through another towerman who lived in the village of Eagle Bridge I also had the privilege of meeting a local celebrity known to the citizens as Aunt Mary but to the world at large as Grandma Moses.

There have been many and great changes to the railroad scene since I worked in the Mechanicville area and was briefly a member of the Capital District Railroad Club. Indeed, the last time I was out there I hardly knew where I was. Almost a dozen towers in which I spent hours and in most of which I was unofficially qualified have disappeared. Tracks on which I rode scheduled passenger trains are gone. And, of course, motive power and rolling stock are totally different.

On page 40, I think it should be noted that the Adams Branch is a remnant of the former Boston & Albany branch from Pittsfield which at one time carried through passenger trains from New York via Chatham.

While the Hoosac Tunnel & Wilmington was commonly known as the "Hoot Toot & Whistle" I happened to notice while in the cab of the 44-Tonner on the dismantling train that "Hot Tea & Whiskey" was lettered on the cab wall. I have also heard "Hog Tied & Weary."

There are several errors in the description of the connection with the New Haven at Shelburne Falls, Massachusetts. While that station was the freight and passenger interchange point, the Conway Branch physically connected with the B&M at Shelburne Junction on the west side of the Deerfield River across from Bardwells station. There was a tower at this location and the cut-out in the rock where it stood can be still seen. The NH branch was gone well before the 1950 date given; 1925 would be more like it. Also, the NH passenger trains for a time went through to North Adams.

There also was another junction about one mile east of Bardwell although there was no track connection. At South River station there was an across-the-platform transfer for express, mail and passengers with the Conway Electric Railway. The last I knew the bridge abutments and piers were still in place.

At Greenfield, the spur into Kramer's is a remnant of the B&M's Turners Falls Branch. There once was a tower at Turners Falls Junction. The branch was abandoned after its bridge over the Connecticut River was washed out in the 1936 flood, but the tower existed for many years as a storage building near the "railfan bridge" at East Deerfield. The B&M then built a connection to the New Haven's Turners Falls line and took over the last couple of miles on which the bridge was still standing.

Also at Greenfield the street leading to the station location is *Miles* not Mile.

I could go on for several pages with stories of events in which I was involved while working the West End.

DONALD S. ROBINSON
North Billerica, Mass.

Rebel Railroad remembered

Dennis Peterson's excellent article on the Dollywood engines in the August '99 R&R brought back a lot of memories. With main line steam gone from the railroads in the Appalachian region, there were very few opportunities to see honest-to-God steam locomotives in action after 1960. The only "working" steam near home were the two ex-Southern East Tennessee & Western North Carolina 2-8-0s, 207 and 208, running between Johnson City and Elizabethton, Tennessee. The Consolidations were regional attractions that I chased and photographed until they were traded to Southern in 1967 for two RS3s (regaining their original numbers — 630 and 722 — and powering many a fan trip in subsequent years).

I managed to talk my mom and dad into a family vacation to Blowing Rock, North Carolina in 1960 to see the Tweetsie Railroad, then in its fourth season. Ex-White Pass & Yukon 2-8-2 190, a twin of Dollywood's 192, was in its first year of work there as the *Yukon Queen*, augmenting ex-ET&WNC No.12.

The following year, I heard about the new Rebel Railroad in Pigeon Forge, so off we went to Gatlinburg in July 1961. The train ride included a skirmish between "Union" and "Confederate" forces (the Rebels won, of course.). The 192 did not disappoint either. Despite the garish paint, fake diamond stack and Civil War theme, the War Department Mikado had all the familiar smells, sounds and look of a steam locomotive. That summer day, I made two round trips on Rebel Railroad's dog-bone "layout." The bark of the engine heading upgrade was as good as it gets.

Incidentally, the ex-ETV&G/Southern/Smoky Mountain 107 at the park's entrance was not alone in 1961. Ex-Smoky Mountain Mogul 206 was also on display. Years later, it was sold to the developers of the Chattanooga Choo-Choo. It's still displayed there on Track 3 of the former Terminal Station as "Chattanooga Southern 29."

Thanks for rekindling these pleasant memories from my early teens!

RON FLANARY
Big Stone Gap, Va.

New Release

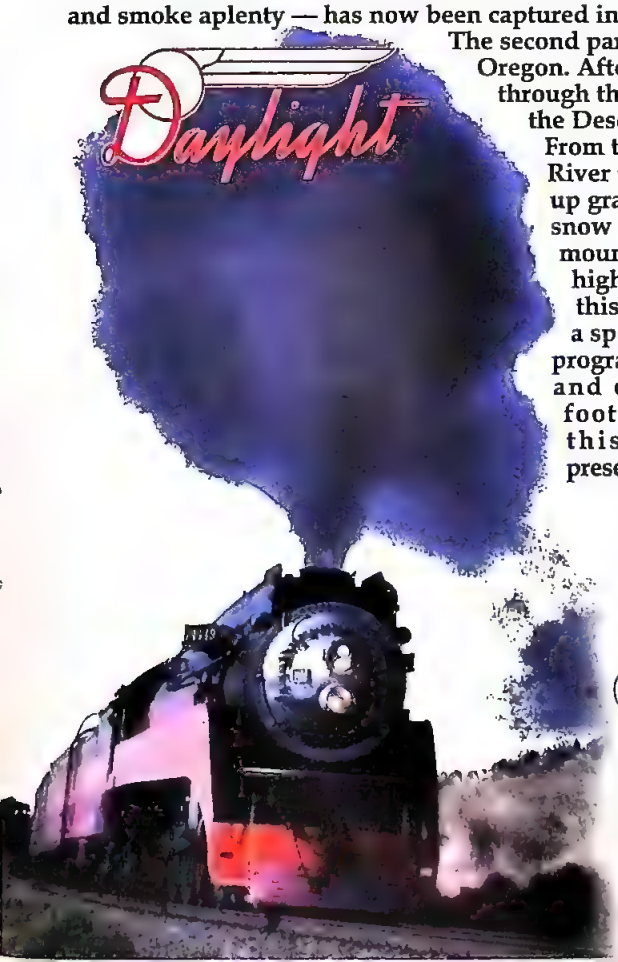
Vintage Daylight

Classic Steam At Its Very Best!

Photo by Harold Edmondson

WHEN 4449 RAN FROM PORTLAND to San Jose in *vintage* Daylight garb for the NRHS convention in 1992, few realized this would be the final performance of 4449 with a full *Daylight* train. And who would have thought this also would be the last trip — at least in the 20th century — over the Southern Pacific route made famous by the *Daylight* streamliners. What became the last classic run of a vintage *Daylight* train — under blue skies and sharp exhaust with speed and smoke aplenty — has now been captured in a classic new videotape . . . VINTAGE DAYLIGHT.

The second part was recorded in June 1998 when the 4449 ran from Portland to Bend, Oregon. After high-speed running along the Columbia River, the train heads south through the canyons of the Deschutes River. From the Columbia River to Bend it's all up grade. Clear skies, snow capped mountains and the high bridges on this line make this a spectacular program. Cab rides and on-train footage complete this video presentation.



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CAMERA BAG

by JIM BOYD

Opportunity

A FEW DAYS after Railfair in Sacramento, I was spending a week in the Midwest before returning home to New Jersey checking out the Union Pacified Chicago & North Western between Rochelle and Dixon, Illinois. It was July 1st, and the old Galena Division had been turned into one big receiving yard for the Proviso terminal. Traffic was stacked up all across the state. Zipping along westward approaching Franklin Grove, I noted a bright patch of orange day lilies on the north side of the double track main. I checked out the shot, but there were no trains nearby, so I continued west to Dixon for an Al & Leda's pizza. I was thunderstruck to discover a sign on the door: "Closed for vacation July 1-17."

A Wendy's double cheeseburger was no substitute for an Al & Leda's pizza, but it got me quickly back trackside and eastbound again. As I popped out of Franklin Grove on Highway 38 I spotted a westbound headlight about a mile away across the cornfields. I dumped the air on the All-Terrain Saturn and ducked into the little dirt road through the middle of that day lily patch. The early evening sun was nicely on the north side, and I slapped on the 28mm wide and cranked the shutter speed up to 1/500th. I was delighted to see a C&NW lightning stripe (and Operation Lifesaver!) GE glide into the scene. It was by far the best shot of the day.

Day lilies. A few years ago I got into editorial hot water for calling them tiger lilies — now I know better! Those big orange flowers pop up all over the place in July, following the demise of the bright blue but smaller corn flowers of early summer (one of my all-time favorite shots was a set of Milwaukee F-units invading a sea of blue cornflowers at the CGW diamond in Byron, Illinois, back in the mid-1960s). I was thinking about cornflowers and day lilies as I continued on toward Rochelle.

You don't often think about it, but every season has its unique attractions that can be worked into photos. The obvious ones are winter snow and autumn foliage, but there are also those brilliant yellow harbingers of spring, the forsythia, and the white and pink dogwood and cherry blossoms that follow a few weeks later. They come and go fairly quickly, blooming and disappearing in just a couple of weeks.

Even the foliage itself is surprisingly seasonal. On the evening after the RAILFAN 25th Anniversary fantrip I was giving, Bruce Kelly a ride back to Newton via "the scenic route" (confirming that very little was moving anywhere on this Fourth of July weekend holiday Monday). We had hit Allentown and, as dusk approached, I drove up the old joint PRR/L&HR "Bel Del" line along the Delaware River near Belvedere, New Jersey. This was the same line were I'd chased the Conrail local that was written up in the CAMERA BAG/MARKERS of the July 1999 issue. That train chase had been on April 14th, and I was amazed at how many of the shots that had worked so well then were now completely obliterated by July foliage. Those shots won't open up again until the autumn winds doth blow. In talking about the seasonal variations, Bruce suggested it as a topic for this CAMERA BAG.

He noted how the West gets the golden Aspens of autumn, and I had noted that the February green hills of California's Altamont Pass, which we'd often photographed while attending Winterail, were now a sunburned golden blown in Railfair June. And the Midwest is about to enter its period of "cornfield claustrophobia" when knee-high-by-the-Fourth-of-July corn erupts into an eight-foot green wall along every prairie highway until September.

Of course, you can't overlook the seasonal variations of the sun angle, either. That day

Jim Boyd

CHICAGO & NORTH WESTERN AC4400CW 8808 glides past a field of day lilies outside Rochelle, Illinois, on July 1, 1999. Just like snow in winter and foliage in autumn, seasonal flowers can be used to add variety to your photography. The key is to know what blooms when, then get out and look for it.

New Titles For Fall

Louisville & Nashville Passenger Trains - The Pan American Era, 1921-1971

by Charles B. Castner, Robert B. Chapman and Patrick C. Dorin

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A definitive history of L&N's great passenger service, from the beginning of the Pan American up to Amtrak day, spanning 50 years of the 20th century from the boom days of the 1920s, to decline and fall in the 1960s. The authors have used extensive original sources, a vast collection of photos, and intimate knowledge of L&N operations to deliver the last word on this important railroad's excellent passenger trains. A full chapter is devoted to modeling L&N passenger equipment and trains. Motive power, cars(including all L&N steel car types and NC&St.L's equipment), an all-time roster of equipment, and reproduced advertising materials. This is a must for any L&N fan and should be of great interest to any passenger train afficinados. *Expected to arrive October.*

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by Jerry Doyle

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Complete roster data on all diesels inherited by Chessie System and detailed histories of all models and classes that were purchased by Chessie System from 1972 through the SD50s of the early 1980s. Treats all types of units on C&O, B&O and Western Maryland with portrait type photos and many excellent action scenes as well. Background on the railroad and the "Ches-C" logo as well.

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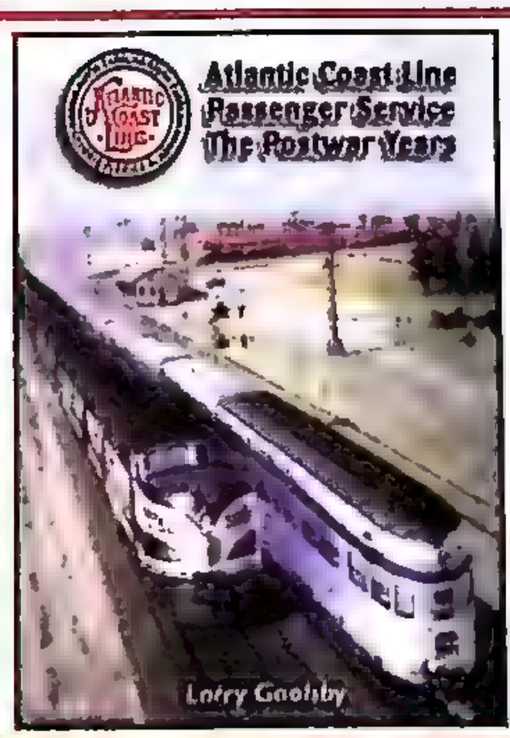

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lily shot would not work from the north side of the tracks at any time except mid-summer, when the sun sets on the north side of the main line. The same applies to certain buildings that only get north side light for a few summer weeks. And that 6:30 p.m. shot would not have worked at all during the short days of winter, after Daylight Saving Time vanishes and the night closes in much sooner.

Most photographers take advantage of (or get diddled by) these "seasons of opportunity" without really thinking about them. But if you make a conscious effort to note the variations of the seasonal changes, you can plan your photography to make the best use of them. I know that I'm already anticipating a spectacular autumn and vow to explore the possibilities of winter's barren trees and fresh snow. And I'm always ready for springtime.

But for now, there's still plenty of summer left and a whole lot of Fuji Velvia that needs to be abused. I wonder if poison ivy is photogenic?

TIMETABLE

TIMETABLE listings are published without charge and are run on a space-available basis at the editor's discretion. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 1st of the month, four months prior to the issue cover date (e.g. January 1 for the April issue). Each issue will be in circulation for the full month preceding its cover date (e.g. April issue available during all of March).

RAILFAN EVENTS

NEW YORK, NEW YORK, September 4-6. To the Mountains By Rail trip sponsored by the New York Railroad Enthusiasts. Amtrak to Albany, tour of Erie Canal, trip on the Adirondack Scenic, boat ride in Adirondacks, train ride on the Batten Kill. Fare $320 double occupancy, $390 single. Tickets, information from New York Railroad Enthusiasts, c/o D. Deutch, 401 Park Place Apt. 1A, Fort Lee, NJ 07024; 212/819-0822.

SCRANTON, PENNSYLVANIA, September 4-6. Rail Expo '99 at Steamtown National Historic Site with special excursions, tours, exhibits and more. Visiting equipment includes Amtrak's Turbo Train and the *John Bull*. For more information call Steamtown at 570/340-5200 or 888/693-9391 or visit *www.nps.gov/stea*.

SALTVILLE, VIRGINIA, September 4-6. The Saltville Shifter will operate a four-mile round trip over the Roanoke Valley Central Railway with several departures each day. Saturday evening moonlight train departs at 8.30pm. Fare $2.50 for day trips, $5 for moolight trip. Information from Roanoke Valley Central Railway, P.O. Box 13906, Roanoke, VA 24038-3906; e-mail *helmer@roanoke.infi.net* or phone the Saltville Tourism Department at 540/496-5342

EAST TROY, WISCONSIN, September 11-12. Railfan Weekend sponsored by the Friends of the East Troy Electric Railway Museum. Many work cars and freight motors available for viewing, special trains to the end of the line at Phantom Lake in Mukwonago, Wisc. Admission $8, kids 3-11 $4, under 3 free. Information from Dennis Stanczak, P.O. Box 556, Waukesha, WI 53187; 414/548-3837; *www.easttroymr.org*.

WISCONSIN & SOUTHERN RAILROAD is planning the following excursions in Wisconsin using the matched *Northern Pride* streamliner consist. For further information contact the Wisconsin & Southern Railroad, Passenger Department RF, 1890 East Johnson Street, Madison, WI 53704; 608/241-9767.

September 11-12, Wild West Days at Mazomanie.
September 25, Milwaukee to Oshkosh for Wisconsin Chapter NRHS.
October 2-3, Fall colors trips at Hartford.
October 9-10, Fall colors trips at Whitewater.
October 16-17, Fall colors trips at Boscobel.

COOPERSVILLE & MARNE RAILWAY (P.O. Box 55, Coopersville, MI 49404; 616/837-7000) is holding the following special events. For complete details contact the railroad.

September 18 and 25, Great Train Robbery and chuckwagon barbeque.
October weekends, Pumpkin Trains with the Great Pumpkin.
December 4-5, 11-12 and 18-19, Santa Trains.

20TH CENTURY RAILROAD CLUB (329 West 18th Street, Suite 902, Chicago, IL 60616; 312/829-4500; *www.20thcentury.org*) is sponsoring the following trips from Chicago. Contact the club for fares and details.

September 11 or 12, *Historic Home Tour* in Marshall, Mich., via Amtrak.
September 26-30, *Once Around the Lake* via motorcoach and Algoma Central
October 23-25, *Autumn in Red Wing* via Amtrak, stay at St. James Hotel.

CANADIAN RAILWAY MUSEUM (120 rue St.-Pierre, St. Constant, PQ Canada J5A 2G9; 450/632-2410) is holding the following special events. Contact the museum for details.

Throughout 1999, Waiting for You at the Station exhibit with posters, paintings, dioramas and more.
September 11-12, interactive day honoring passenger railroad workers.
October 8, interactive day honoring shop men.

TENNESSEE CENTRAL RAILWAY MUSEUM (220 Willow Street, Nashville, TN 37210-2159; 615/781-0262; e-mail *hultman1305@earthlink.net*) is sponsoring the following special trips. Trips will be powered by the museum's E8 diesels. All trips except October 1-2 depart from the museum's station in Nashville. Contact the museum for information on all trips except October 1-2.

September 11, Nashville-Watertown for Country Hoedown Festival.
October 1-2, Cookeville-Watertown fall foliage trips. Contact Cookeville Chamber of Commerce, 302 South Jefferson Avenue, Cookeville, TN 38501 (931/526-2211) for information on these two trips only.
October 9, Nashville-Watertown for flea market and foliage.
October 16, Nashville-Cherry Valley, two fall foliage trips.
October 23, Nashville-Cookeville, third train over this route in last 40 years.
November 20, Nashville-Lebanon for Victorian Christmas.
December 4, Nashville-Watertown for Christmas in the Country.

SOO LINE 2719 and 1003 will power trips in Wisconsin during the fall over the Wisconsin Central. For a complete information package contact the Chippewa Valley Convention & Visitors Bureau at 877/999-2719.

September 11-12, Soo 2719 from Whitehall to East Winona via Fox Valley & Western.
September 25, Soo 2719 from Chippawa Falls to Stanley.
September 26, Soo 2719 from Chippewa Falls to Withee.
October 2, two trips with Soo 1003 from Colfax to Cadott.
October 3, Soo 1003 from Colfax to Withee.
October 9, Soo 2719 and 1003 from Colfax to Emerald.
October 10, Soo 2719 and 1003 from Colfax across the St. Croix River.

BLUEWATER MICHIGAN CHAPTER NRHS (P.O. Box 296, Royal Oak, MI 48068-0296; 248/541-1000 or 800/594-5162; *www.concentric.net/~bmcnrhs*) will operate the following events. Contact the Chapter for complete information.

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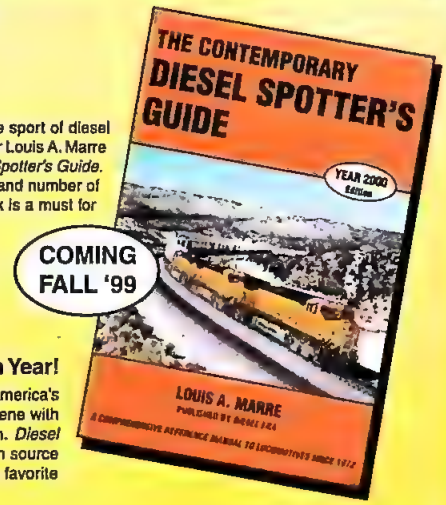

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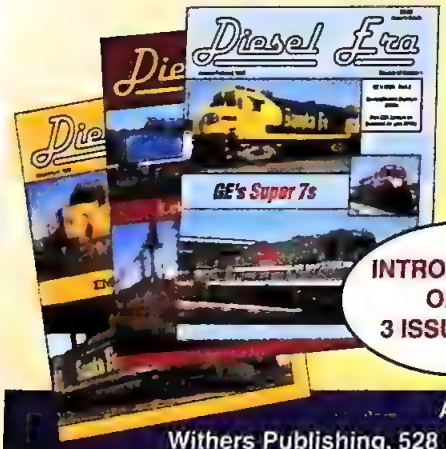

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September 11-13, Algoma Central trip from Sault Ste. Marie to Agawa Canyon with bus connection from Dearborn and Royal Oak.
September 25, Michigan Railroad History Conference at Greenfield Village in Dearborn; keynote speaker will be Kevin Keefe of *Trains* magazine.
September 29-October 12, Canadian Rockies and Pacific Coast via *Caribou Dayliner, Rocky Mountaineer* and the *Canadian*
October 9, Tuscola County Pumpkin Festival trains from Marlette to Caro with rare mileage excursions on the Huron & Eastern
October 16-17, Fall color excursions on the Tuscola & Saginaw Bay to Clare, Howell and Mount Pleasant, Mich
November 5, "Detroit United Railway" presentation by Richard Andrews with banquet at Farmington Hills, Mich
December 4, 11 and 18, Christmas Lights excursion to Cross Roads Village, Dearborn, Royal Oak and Livonia with dinner, steam train ride, Huckleberry Railroad shop tour.
February 5-7 and 12-14, Algoma Central snow train from Sault Ste Marie to Agawa Canyon with bus connection from Dearborn and Royal Oak.

ALLAIRE, NEW JERSEY, September 12 Railroaders Day Celebration sponsored by the Pine Creek Railroad at Allaire State Park. Everything that runs, does with steam and diesel power. Multiple trains, shop tours and more. Trains operate continuously noon to 4pm. Train fare $2.50, all other activities free. More information from Pine Creek Railroad, P.O Box 622, Allaire, NJ 07727-0622; 732/938-5524; e-mail *crawsat@juno.com.*

TRAINS UNLIMITED, TOURS (P.O. Box 1997, Portola, CA 96122; 800/359-4870; www trainsunltdtours com) is sponsoring the following trips. Write for a free catalog.
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October 3, Redwood Steam Spectacular on California Western.
October 17, Railfan day on McCloud River Railway.

WHIPPANY, NEW JERSEY, September 18-19. Railroad Festival '99 at Whippany Railway Museum. Theme will be a Return to the Fab Fifties Weekend with diesel streamlined train, fin-tailed autos and more. Train rides throughout the afternoon, fare $7 adults, $4 kids under 12; purchase tickets at the event. For

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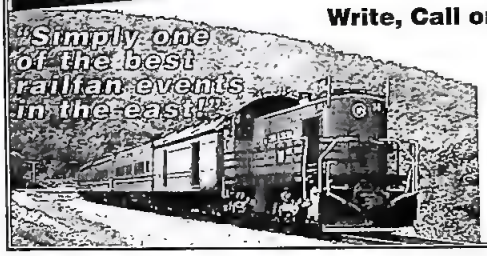

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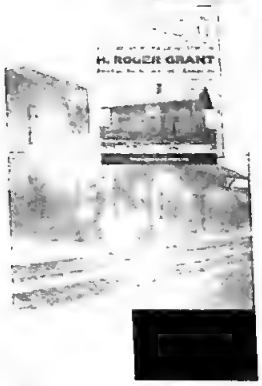

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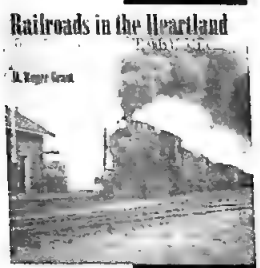

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more information contact the Whippany Railway Museum, 1 Railroad Plaza, P.O. Box 16, Whippany, NJ 07981-0016; 973/887-8177; *www.interactive.net/~paultup/wrym.html.*

FLEMINGTON, NEW JERSEY, September 18-19. Great Train Robbery on the Black River & Western. Trains depart at 11:30am, 1pm, 2:30pm and 4pm. Fares are $8 adults, $4 kids 3-12. For information contact the Black River & Western, P.O. Box 200, Ringoes, NJ 08551; 908/782-9600.

MORRISTOWN, NEW JERSEY, September 19. Morris Millennium Transport Exhibition at the NJ Transit station, 11am-4pm. Historic train rides, state-of-the-art and historic vehicles, flea market and memorabilia, exhibits, more. Free admission. For more information visit *www.morris2000.org*

DURANGO & SILVERTON NARROW GAUGE RAILROAD (479 Main Avenue, Durango, CO 81301; 970/247-2733) will hold the following special events. Contact the railroad for complete details.

September 25, Fall foliage train with runbys.
December 18-23 and 26-30, Holiday Light Parade Trains to Hermosa with Santa, lighted houses.
December 31, New Year's Eve Moonlight Train

BALTIMORE, MARYLAND, September 25-26. Fall open house at the B&O Railroad Museum with special cab and caboose rides, yard switching, living history programs. For information contact the Baltimore & Ohio Railroad Museum, 901 West Pratt Street, Baltimore, MD 21223-2699; 410/752-2388; *www.borail.org.*

ELKINS, WEST VIRGINIA, September 25-26. Trips over newly-opened ex-Western Maryland trackage to Belington, W.Va., sponsored by the Roanoke Chapter NRHS. For information and prices contact the Chapter at P.O. Box 13222, Roanoke, VA 24032.

REDDING, CALIFORNIA, September 30-October 3. Southern Pacific Historical & Technical Society Shasta Division annual convention at the Holiday Inn Convention Center. Pre-convention steam dinner train trip on McCloud River Railroad walking tour of Dunsmuir with local historians, extra fare $90 per person. Convention cost $119 before September 1, $139 thereafter. Information from Ron Plies, P.O. Box 950, Fortuna, CA 95540; 707/725-5411; *rplies@humboldt1.com.*

FOX RIVER TROLLEY MUSEUM (P.O. Box 315, South Elgin, IL 60177-0315; 847/697-4676; www.foxtrolley.org) will be holding the following special events. Fares are $2.50 adults, $2 seniors and $1.50 for kids. Contact the museum for complete details.

October 3 and 10, Fall foliage caboose trains.
October 23, 24 and 30, Pumpkin trolley, pumpkins $1 extra.
October 31, Haunted trolley.
November 6, Railfan night with night photo session. Special fee applies, event starts at 4pm.

MANITOU SPRINGS, COLORADO, October 8-10. Railfan Weekend at the Manitou & Pikes Peak Railway. Friday night banquet with program on the line's history, two Saturday trips to Mountain View with GE locomotive No.9 pushing 1890s wooden coach No.104, Sunday trip to the summit with vintage plexi-glass streamliner coach and shop tour. Photo stops planned for all trips. Fare $30 for either Saturday trip, $50 for Sunday trip, Friday banquet by individual settlement. Information from Manitou & Pikes Peak Railway, P.O. Box 351, Manitou Springs, CO 80829; 719/685-5401; e-mail *cogtrain@lex.net.*

ROCKHILL FURNACE, PENNSYLVANIA, October 9-10. East Broad Top Railroad Fall Spectacular with four operating narrow gauge Mikados, gas-electric car, shop tours and a variety of special trains running each day. Special tickets required for all trains. For more information contact the East Brod Top Railroad, Rockhill Furnace, PA 17249; 814/447-3011.

ROCKHILL FURNACE, PENNSYLVANIA, October 9. Night photo session at the East Broad Top Railroad conducted by RAILFAN & RAILROAD's Steve Barry. Scenes include a coal train in the shop area, more. Proceeds benefit the EBT. Tickets $35, checks payable to "EBT Night Photo" from Steve Barry, 117 High Street, Newton, NJ 07860. Information call 973/383-3355 (9am-5pm) or e-mail *steve@daylightimages.com.*

ORBISONIA/ROBERTSDALE, PENNSYLVANIA, Friends of the East Broad Top 17th Fall Reunion with EBT-oriented walking and driving tours, model contests, exhibits, vendors and more. Free Sunday morning open house at the FEBT museum in Robertsdale, participation in other activities requires a registration fee. Information from Vagel C. Keller, P.O. Box 5130, Pittsburgh, PA 15206-0130; 412/441-7881; e-mail *vagelk@usaor.net.*

WASHINGTON, PENNSYLVANIA, October 9-10 and 16-17. Pumpkin Trolley at the Pennsylvania Trolley Museum. Ride orange trolleys, sing songs and kids get to pick a pumpkin. Fare $6, seniors $5, kids $4. Information from Pennsylvania Trolley Museum, 1 Museum Road, Washington, PA 15301-6133; 877/728-7655.

HAGERSTOWN, MARYLAND, October 9. Rare mileage trip to Colorfest at Thurmont, Md., via Western Maryland "Main Line" using MARC equipment. Trip departs Hagerstown 8am, fare $39 adult, $35 senior, $20 kids 4-12. Optional side trips from Thurmont to Union Bridge and Thurmont to Highfield, fare per sidetrip $10 adults, $5 kids 4-12. Tickets from Hagerstown Roundhouse Museum, P.O. Box 2858, Hagerstown, MD 21741; VISA/MC accepted. Information at 301/739-4665.

HAGERSTOWN, MARYLAND, October 10. Trip to Cumberland, Md., via Western Maryland to Cherry Run, B&O beyond. Trip departs Hagerstown 8:30am, fare $39 adult, $35 senior, $20 kids 4-12. Optional side trip to Frostburg over Western Maryland Scenic, purchase sidetrip tickets on day of event. Tickets from Hagerstown Roundhouse Museum, P.O. Box 2858, Hagerstown, MD 21741; VISA/MC accepted. Information at 301/739-4665.

LOUISVILLE, KENTUCKY, October 14-17. 20th Illinois Central Railroad Historical Society annual meeting. Thursday trip on Corydon Scenic Railroad RDC's, Friday trip to Kentucky Railway Museum, Saturday railroadiana show and banquet with guest speaker Steve Lee of the UP steam program. For more information contact Mark L. Miller, 111 Scott Street, Marion, IL 62959-7102; 618/997-5788 evenings: *mlm270270@midwest.net.*

YARDLEY, PENNSYLVANIA, October 16. Bus trip sponsored by Delaware Valley Chapter NRHS to Baltimore to visit the B&O Museum, Ellicott City station and Inner Harbor. Trip departs Yardley 7am, Cornwells Heights at 7:30am. Tickets $30 from Delaware valley Chapter NRHS, c/o Tom Hychalk, 337 Stockham Avenue, Morrisville, PA 19067.

FRIENDS OF THE RAILROAD MUSEUM OF PENNSYLVANIA (P.O. Box 125, Strasburg, PA 17579; 717/687-8628; *www.rrhistorical.com/frm*) will be sponsoring the following events at the museum in Strasburg. Admission is $6 adults, $5 50 seniors over 60, $4 kids 6-12, under 6 free, family maximum $16. Contact the museum for details.

October 16 and 23, Lantern Light Nights with museum lit by lanterns.
October 30, Halloween Haunting with museum transformed into a creepy cavern.
December 27, Home for the Holidays; meet engineers, ticket agents and passengers in nostalgic look at holiday travel.

NORTH CONWAY, NEW HAMPSHIRE, October 16-17. 25th Annual Railfan's Weekend at the Conway Scenic Railroad. Operating locomotives include 0-6-0 7470, a GE 44-Tonner, two F7A's, two FP9s and an Alco S4. Train operations to Bartlett and Crawford Notch, plus last trip on Redstone quarry branch before the line is relocated. Passenger, freight and mixed trains will operate, plus night photo session with Les MacDonald. Tickets start at $38 adult, $19 kids 4-12. For complete details contact Conway Scenic Railroad, P.O. Box 1947, North Conway, NH 03860; 603/356-5251.

FALL IN THE OZARKS trip hosted by Train Travellers will be held October 19-24. Ride the *Texas Eagle* from San Antonio and other Texas points or the *City of New Orleans*, bus connection from Houston, Beaumont, Lake Charles and Little Rock or Memphis. Two nights in Branson, Mo., with trips on White River Scenic, Branson Scenic, Eureka Springs & North Arkansas and Arkansas & Missouri. For details contact Train Travellers, 930 Calder #103, Beaumont, TX 77701; 409/833-7963.

WELLSBORO, PENNSYLVANIA, October 22-24. Wellsboro Rail Days on the Tioga Central Railroad featuring freight and passenger trains with Alco power, informal night photo session, more. For brochure contact the Tioga Central Railroad, P.O. Box 269, Wellsboro, PA 16901; 570/724-0990; e-mail *info@tiogacentral.com.*

COSHOCTON, OHIO, October 24. Fall Foliage Train Trip to Zanesville sponsored by Coshocton Model Railroad Club over Ohio Central's "Panhandle" line and ex-Nickel Plate South Branch. Stop at Dresden to tour Longabarger's Village. Information from Richard Jones, 214 South 8th Street, Coshocton, OH 43812; 740/622-0633.

CUMBERLAND, MARYLAND, October 25. Photo freight charter on the Western Maryland Scenic with 2-8-0 734. Limited capacity trip, multiple high-quality photo runbys. Fare $80 per peron. For ticket availability call Carl Franz at 301/942-6197.

WHIPPANY, NEW JERSEY, October 30-31. Halloween Express rides at the Whippany Railway Museum with trips on the hour from 1-4pm each day. Kids can visit Vampira in the haunted museum. Fare $7, kids under 12 $4, babes-in-arms free; reservations strongly recommended. For more information contact the Whippany Railway Museum, 1 Railroad Plaza, P.O. Box 16, Whippany, NJ 07981-0016; 973/887-8177; *www.interactive.net/~paultup/wrym.html.*

DILLSBORO, NORTH CAROLINA, November 13-14. "Two Way, Two Days" overnight steam excursion to Andrews, N.C., via the Great Smoky Mountains Railway sponsored by the Yadkin Valley Chapter NRHS. Trip departs Dillsboro 10am with several photo runbys and a lunch stop planned. Ticket prices start at $126.95 for the round trip (excluding lodging), Saturday-only option available. Tickets and information from Great Smoky Mountains Railway, P.O. Box 397, Dillsboro, NC 28725; 800/872-4681.

PHILADELPHIA, PENNSYLVANIA, November 20. Moonlight Trolley Trip sponsored by the Wilmington Chapter NRHS. Several photo stops for night photos using flash and ambient light. Limited capacity trip, fare $35. For details contact Steve Barry, 117 High Street, Newton, NJ 07860; 973/383-3355 (9am-5pm); e-mail *steve@daylightimages.com.*

WASHINGTON, NEW JERSEY, February 19. EastRAIL 2000 at the Warren Hills Regional High School sponsored by the United Railroad Historical Society of New Jersey and the Friends of the New Jersey Railroad & Transportation Museum. Tentative list of presenters includes Joe McMillan, Ron Flanary, Brad McClelland, Frank Etzel, Steve Brown, Mark Perri and others. Tickets $10 in advance, $12 at the door. Information and tickets from United Railroad Historical Society, P.O. Box 711, Clark, NJ 07066; 732/671-9644 (evenings).

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Trains Unlimited, Tours is also offering several trips in **Russia** in conjunction with GW Travel of England. Call or write for the Russian Tour Brochure.

RAILROADIANA MEETS

HARWINTON, CONNECTICUT, September 11. 7th Annual Train Show sponsored by the Harwinton Westside Volunteer Fire Department at Harwinton Consolidated School, Route 118, 10am-3pm. Admission $3.50, family $7. Information: Philip A. Lent, 123 McGuiness Street, Torrington, CT 06790-3223; 860/489-8961.

GREAT AMERICAN TRAIN SHOW will be held at the following locations. Hours are 11am-5pm, admission $6 adults, kids under 12 free. For more information contact GATS Limited, P.O. Box 1745, Lombard, IL 60148; 630/834-0652.

September 11-12, Springfield, Ill., State Fairgrounds.
September 18-19, Houston, Texas, Astrodome/Astroarena.
September 25-26, Lincoln, Neb., State Fair.
October 2-3, Phoenix, Ariz., Civic Plaza.
October 9-10, Somerset, N.J., Garden State Exhibit Center.
October 16-17, Greensburg, Pa., Greengate Mall Expo Center.
October 22-23, Fort Washington, Pa., Expo Center.

ROCHESTER, NEW YORK, September 12. Rochester Model Railroad Club Railroadiana Meet, Train Show & Flea Market at Eastman Kodak Recreation Center, 200 Ridge Road West, 9am-3pm. Admission $3, kids $1. Information: Jeff Hands, 68 Wilbur Street, Rochester, NY 14611; 716/328-6999.

WINSLOW, NEW JERSEY, September 12. Great Winslow Junction Scale Train & Railroadiana Meet at the Winslow Fire Hall, Hall & Hay Streets, 10am-3pm. Admission $3, kids under 12 free with adult. Information: Bill Powell, 306 Broad Street, Williamstown, NJ 08094; 609/728-1327 until 9pm.

GREAT MIDWEST TRAIN SHOW will be held **September 12** and **October 10** at DuPage County Fairgrounds, County Farm Road and Manchester, Wheaton, Ill., 10am-4pm. Admission $6, kids under 12 free. Information: Tom Edmonds, P.O. Box 1745, Lombard, IL 60148; 630/834-0653.

JERSEY CITY, NEW JERSEY, September 18-19. Trans-Rail Expo sponsored by Communipaw Commemoratives and the New Jersey State Park Service at the former Jersey Central terminal at Liberty State Park, 11am-6pm. Free admission. Information: Walter M. Matuch, 1120 Kennedy Boulevard, Bayonne, NJ 07002; 201/858-4980.

GREENBERG'S Great Train & Collectible Toy Show will be held at the following locations on dates listed, Saturdays 11am-5pm., Sundays 11am-4pm. Admission: $5 adults, $2 children 6-12 unless otherwise noted. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.

September 18-19, Hempstead, N.Y., Hofstra University.
October 2-3, Norcross, Ga., North Atlanta Trade Center.
October 9-10, Stony Brook, N.Y., Hempstead University.

EAST PEORIA, ILLINOIS, September 19. Peoria Train Fair sponsored by Illinois Valley and River City Railroad Clubs at Illinois Central COllege, Routes 116 & 24, 11am-3pm. Admission $2, kids under 13 free. Information: Bob Lehman, 21 West Rutledge, Bartonville, IL 61607; 309/697-3012.

LYNNWOOD, WASHINGTON, September 19. 21st Annual Sooper Swap Meet, Train Show & Clinic sponsored by Swamp Creek & Western Railroad Club at Scriber Lake School, 19400 56th Avenue West, 11am-4pm. Admission $4, kids under 12 $1. Information: Ron Bartels, 7322 25th Avenue N.W., Seattle, WA 98117-4416.

MAUMEE (TOLEDO), OHIO, September 19. Umpteen zillionth Annual Fall Train Show sponsored by Friends of Toledo Model Railroaders at Lucas County Recreation Center (Fairgrounds), 2901 Key Street, 11am-4pm Admission $3, kids under 14 free. Information: Steven Scanes, 6245 Foxcroft Road, Toledo, OH 43615; 419/841-7492

MISSOULA, MONTANA, September 19. Missoula Model Railroad Club Train Show at Big Sky High School 3100 South Avenue West, 10am-4pm. Admission $2, kids under 12 $.50. Information: Bill Taylor, 917 Parkview Way, Missoula, MT 59803; 406/721-2351; *btaylor@montana.com*

VALLEJO, CALIFORNIA, September 19. Great Western Train Show at Solano County Fairgrounds, 10am-4pm Admission $6, kids under 12 free Information. Alan Shattuck, 700 Larkspur Landing Circle, Suite 199, Larkspur, CA 94939; 415/461-6844.

TROIS-RIVIERES, QUEBEC, September 25-26. Expo Train '99 sponsored by Les Modelistes Ferroviaires de la Mauricie at St-Sacrement Church, 1775 Boul St. Louis, 10am-5pm. Admission $4, kids under 12 $1. Information: Jacques Lajoie at 819/377-3277; e-mail *jacques.w.lajoie@fcq.desjardins.com.*

ALLENTOWN, PENNSYLVANIA, September 26. Railroadiana & Model Railroad Show & Sale sponsored by the Lehigh Valley Chapter NRHS at Dieruff Senior High School, Irving & Washington Streets, 10am-4pm. Admission $3, $5 family. Information: Paul A. Kuehner, P.O. Box 300, Laurys Station, PA 18059; 610/261-0133.

GREENVILLE, OHIO, September 26. All Train Flea Market at Darke County Fairgrounds Coliseum, 800 South Street, Route 49, 10am-3pm. Admission $2, kids under 12 free. Information: Larry Zeller, 4646 West U.S. Route 36, Piqua, OH 45356; 937/773-7186.

BILLINGS, MONTANA, October 3. Annual Train Show sponsored by the Yellowstone Valley Model Railway Club at the Northern Pacific depot, 2501 Montana Avenue, 10am-4pm. Admission $2, under 12 free. Information: Yellowstone Valley Model Railway Club, 2110 Wingate Lane, Billings, MT 59102; 406/652-1339.

ST. LOUIS, MISSOURI, October 9. Railroad Swap Meet sponsored by Boeing Employees' Railroad Club at Greensfelder Recreation Complex at Queeny Park, 550 Weidman Road, 10am-3pm. Admission $2, kids under 12 free. Information: Wayne Schimmel, 733 Highway Y, Winfield, MO 63389-2206; 314/668-6313 (after 6:30pm CT); e-mail *whtehrse@concentric.net.*

FORT WORTH, TEXAS, October 9-10. 17th Annual Railroad Show at Lockheed Martin Recreation Association, 3400 Bryant Irvin Road, Saturday 11am-5pm, Sunday 11am-5pm. Admission $5, kids under 12 free. Information: Robert Bray, 1820 Spruce Lane, Benbrook, TX 76126; 817/249-4965 (6pm-10pm CT); e-mail *robert.l.bray@lmco.com.*

NEWTON, KANSAS, October 16-17. Kansas Central Model Railroaders 2nd Annual Train Show at the National Gaurd Armory, Saturday 9am-5pm, Sunday 10am-4pm. Admission $3, kids under 12 free. Information: Barbara Galloway, P.O. Box 134, Cheney, KS 67025; 316/542-9807.

PLATTSBURGH, NEW YORK, October 16-17. Train show sponsored by the Clinton County Fire Police Association at the Crete Memorial Civic Center, Saturday 10am-5pm, Sunday 10am-4pm. Admission $2, kids 12 and under free. Information: James E. McConnell, Jr., 809 Fuller Road, P.O. Box 193, Peru, NY 12972.

OTTAWA, ONTARIO, October 16-17. Railfair 99 sponsored by the Ottawa Valley Associated Railroaders and British Railway Modellers of North America at Algonquin College Woodroffe Campus, Saturday 11am-5:30pm, Sunday 10am-5pm. Admission $6, teens/seniors $4, kids 5-12 $1. Information: Tom Patterson, 159 McCurdy Drive, Kanata, ON K2L 2Z7; 613/831-1133.

JOHNSON CITY (BINGHAMTON), NEW YORK, October 17. Susquehanna Valley Chapter NRHS 6th Annual Southern Tier Rail Fest at the Heritage Conference Center, Watson Boulevard, 9am-3pm. Admission $3, kids under 12 $1.50, family maximum $6. Information: Robert Pastorkey, SVRHS, P.O. Box 2415, Binghamton, NY 13902-2415; 607/775-1267.

BOURNE, MASSACHUSETTS, October 17. Cape Cod Chapter NRHS 10th Annual Railroad & Model Train Show at the Upper Cape Cod Regional Technical School, Route 6, 10am-4pm. Admission $3, seniors $2, kids 6-15 $2, family maximum $6. Information: Paul Eagan, 3 Peck Avenue #2, Plymouth, MA 02360; 508/746-6558.

SPOKANE, WASHINGTON, October 17.Spokane Model Railroaders/Inland Empire Railway Historical Society Swap Meet & Show at Spokane Community College "Lair," East Mission & North Greene, 10am-4pm. Admission $2, under 12 free with adult. Information: Jerry Fey, 2804 East 25th, Spokane, WA 99223; 509/535-7186.

APOPKA, FLORIDA, October 23. Railroadiana & Model Train Show sponsored by Central Florida Chapter NRHS at Lakeville Elementary School, Lakeville Road, 10am-2pm. Admission $3 donation. Information: David Rhea, 906 Center Street, Ocoee, FL 34761; 407/656-8749.

PHOENIX, ARIZONA, October 23. Everything Railroad Fall Swap Meet sponsored by Sahuaro Central Railroad Heritage Preservation Society at the Postal Workers Recreation Hall, 3720 West Greenway Road, 9am-1pm. Admission $4, kids under 12 free with adult. For more information call 602/242-0751.

WATERBURY, CONNECTICUT, October 24. Train show sponsored by Classic Shows, LLC, at the Waterbury Four Points Hotel, 3580 East Main Street, 9am-3pm. Admission $4, kids under 12 free with adult. Information: Classic Shows, LLC, P.O. Box 2415, Shelton, CT 06484; 203/926-1327.

VIDEOS

Wisconsin Steam

Soo Line 2719: Restoring a 4-6-2 Pacific and **Soo Line No.2719: Steamin' Through the Chippewa Valley**. Both from Plets Express, P.O. Box 217, Altoona, WI 54720, 715/833-8899. Each tape approximately 90 minutes. $29.95 each plus $4.00 shipping for one tape, $5.00 for two, or combination package, $49.95 for both tapes plus $5.00 shipping. Wisc. residents add 5.5% sales tax.

Much has been written about the resurgence of classic Soo steam in Wisconsin, and Brad Plets has provided us with comprehensive video coverage of Mikado 1003. From his base in Altoona, Wisconsin, where the 1003 and Pacific 2719 are based, he had an excellent opportunity to cover the restoration of the 2719 by Gary Bensman's Diversified Rail Services and volunteers. Starting with some nice vintage clips of the engine and sister 2718 in 1958 and 1959, we follow the 2719 to its entombment in an Eau Claire park. Next is the preparation for movement in early 1996 via removal of many weighty parts, so the engine can be trucked down snowy local streets to the Altoona roundhouse. Over an eleven-month period, we see various aspects of the rebuild — not every part nor every step, of course —but enough to give you a feel for the full scope and depth of the work done. Of the many interesting procedures, perhaps the two most fascinating were the machining and installation of a new cylinder liner and Scott Lindsey's running gear alignment work. After a test firing, the cosmetics are rapidly completed, appliances installed, and the rebuilt and unique Worthington hot water pump and feedwater heater put in place. The engine finally tests its feet in July 1998, almost hours before it leaves for Osceola, Wisconsin, doubleheading with the 1003.

The perfect companion tape to the restoration story is chronological 1998 coverage of the 2719 on the road. The first part of the tape covers the multi-engine festivities at Osceola in the summer of 1998. This segment covers more than just the 2719, and includes an interview with Gary Bensman explaining aspects of the restoration. We then chase the 2719 and the 1003 on their return to Chippewa Falls with some nice views. Later, in the fall of 1998, the 2719 goes out on its own, doing some spirited running on the Wisconsin Central on various short trips out of the Eau Claire area including noisy and smoky runbys. Many of these trips had a diesel at the rear of the train to pull it back to the starting point due to an absence of turning facilities. Six short trips to Colfax are combined into one viewing segment, with in-cab footage nicely inserted. In the cab, Gary Bensman,

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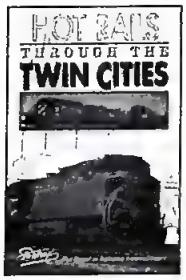
RAILROAD AVENUE ENTERPRISES

the engineer, and Ken Ristow, fireman, give us a detailed description of what they do and how they do it, reviewing all gauges, valves and so forth. Oh yes, there is some good pacing, too.

It never hurts to live in the town where steam engines are based, since you can get more coverage than anyone else just on proximity. Both productions have the expected content, video technique, standard editing, stereo sound and explanatory, yet not intrusive, narration. I found the restoration tape fascinating because it is unusual coverage of this sort of thing. The "on-the-road" tape provides a lot of runbys, almost all under sunny skies, with some variation on angles and approach. Combined, these are comprehensive reviews of one of the new stars on the steam circuit. I'm glad to hear that the engine, involved in a mishap this spring, will be rebuilt with insurance money and should once again grace the rails of the Wisconsin Central — *Tom Kelcec.*

Minnesota action



Hot Rails Through the Twin Cities, from Pentrex, P.O. Box 94911, Pasadena, CA 91109, 800/950-9333; 105 minutes, $29.95 plus $4.00 shipping. Cal. residents add 8.25% sales tax.

One knows Chicago, Kansas City and Los Angeles are major rail centers. So, too, I found out, is the Minneapolis-St. Paul area, which hosts BNSF, Canadian Pacific, Union Pacific, Minnesota Commercial, Wisconsin Central and Canadian National main line freight movements, as well as Amtrak and the Twin Cities & Western. The area's "spaghetti bowl" of trackage is explained via frequent referral to maps as we visit pockets of dense activity and favorite railfan locations, starting in the northwest and moving southeast. The number of trackage rights agreements must be staggering, for, in virtually every place we go, there is traffic from a number of roads. A few of the locations visited are BNSF's Northtown Yard, 35th Avenue, Coon Creek Junction, University Avenue, the CPR's crossing of the Mississippi River, Shoreham Hill, Minnesota Junction, the area where the Twin Cities merge, downtown St. Paul, Westminster and Division Street to Pigs Eye Yard. Power seen ranges from old SW1 and SW1500 switchers to modern six-axle lashups. Locations vary from highway overpasses (watch that car noise) to track level, to the scenic bluffs east of town. Some situations employ signal bridges in the compositions while other setups are more mundane. The narration, while sometimes trite for the sake of saying something, generally explains well the movement you are seeing. There are mainline trains, flat switching with SD9s, transfer runs with SW's, CPR trains with matching Soo power, WC freights on CPR trackage rights, leased power almost everywhere, and some fallen flag units here and there (such as Chicago & North Western on UP). A nice catch is the ex-Green Bay & Western Alco and ex-Bangor & Aroostook power on Minnesota Commercial. For variety, we see the Milwaukee 261 steam out and back into town (including a very nice skyline shot), Amtrak's *Empire Builder* in a few average locations and lament the transformation of Jim Hill's stone arch bridge into a bike path. The TC&W's Cat-powered GP20's are a nice diversion, too.

This is a contemporary survey tape of a big metropolitan area with a lot of runby action, not an artistic, historical study of the area with human interest content. Camera technique and locations range from satisfactory to very fine. One quibble, for my taste, is seeing repeatedly multiple focal length views of many trains coming and going. This is a good tape to view before one plans a railfan trip to the area to get a feel for locations, action, lighting angles, and so on. For that I think it is quite useful, as well as for those who like to see a variety of trains rolling by — *Tom Kelcec.*

Vintage Northern Pacific film

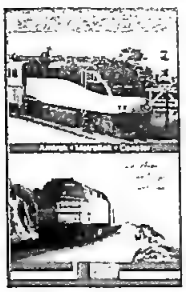
Steam on the Northern Pacific, from Green Frog Productions, 200 North Cobb Parkway, Suite 138, Marietta, GA 30062-3538, 800/227-1336; 60 minutes, $29.95 plus $5.00 shipping. Ga. residents add 5% sales tax.

Thank goodness another tape on the Northern Pacific has emerged. This tape is made up of what appears to be 8mm footage shot by Clarence Salomonsen, mostly in Minnesota, with some coverage around Livingston, Montana. The content is a smorgasbord of engines and scenes from the late 1940s in such places as Fort Ripley, Brainard and New York Mills, Minnesota. We see troop trains, a Q-class 4-6-2 on the turntable and in freight service, a number of 4-8-4s in passenger and freight service, a lot of footage (some black & white) of early 1900s class W Mikados and a variety of engines and lots of freight and switching action at New York Mills. We also see a wide variety of engines being towed to scrap and a couple of dead lines that stretch as far as the eye can see.

Several nice sequences of 4-6-6-4s in freight service and in the yard in Livingston are quite rare and a pleasure to view. Also covered are several train wrecks and miscellaneous action such as 0-8-0s and 0-6-0s doing their thing. A number of the train movements in the tape take place at slow speeds. There are cameo shots of a Duluth, Missabe & Iron Range 2-10-2 in fan trip service and a D&NE 2-8-0 and 0-6-0 in regular freight service.

The end product ranges from good sharpness to not-that-sharp due to the varied quality of the original film. Some scenes are dark, others light, while others are properly exposed in full, glorious low light. In places the film could have been cleaned better, but the dubbed sound is actually quite good overall. Despite the visual shortcomings compared to contemporary video footage, there are a number of scenes here of rare equipment that one seldom gets to see in motion. Fans of steam in general, and those who like a road with unique headlights and some handsome engines and articulateds, should overlook some of the visual shortcomings and concentrate on the content of this tape as they consider adding it to their library — *Tom Kelcec.*

California



Surf Line Commuters, from Valhalla Video Productions, 1100 Irvine Boulevard, Suite 325, Tustin, CA 92780, 888/843-3698; 90 minutes, $21.95 plus $3.00 shipping. Cal. residents add 8.25% sales tax.

Aptly named for the stretch of track between Los Angeles and San Diego which runs right along a beautiful section of the California coast line, the "Surf Line" also has many inland miles on its route, and a variety of passenger and freight trains as well. This tape, shot from 1991 to 1998, starts at L.A.'s Union Passenger Terminal and takes us down to San Diego, location by location — often station by station — with each spot illustrated by Amtrak, Metrolink commuter trains, the occasional freight and Coaster commuter runs as appropriate. We visit, for example, Redondo Tower, Hobart Tower, Commerce station, Fullerton, Orange, Santa Ana, Red Hill, San Juan Capistrano, the obligatory San Clemente and Del Mar areas, Oceanside and more, and have a couple of cab rides to boot. In addition to the regular fare, there is a good map, good discussion of what you are seeing and why, and cameo appearances of Santa Fe No.3751, the demonstration visit by the ICE train (both ridden and lineside), and shots of the San Diego trolleys. The images in this runby-oriented tape range from quite pleasing to the ordinary and occasionally ill-framed shot. The image quality is good, if not perfect. The tape covers the highlights of the line quite well, and should appeal to those fans who want an overview of such an operation or a chance to sort out locations before going trackside. A guide with useful information about photo locations is an added bonus — *Tom Kelcec.*

Turbines West

Union Pacific's Mighty Turbines, from Pentrex, P.O. Box 94911, Pasadena, CA 91109, 800/950-9333; 47 minutes, $19.95 plus $3.00 shipping. CA residents add 8.25% sales tax.

Union Pacific has always been an innovator where motive power is concerned. That fact is evident in this look at an interesting "sidebar" to locomotive history — turbine units. Beginning with a steam turbine-electric in 1938, UP gave the turbine several chances to prove itself, some more successful than others, and all of those efforts are nicely documented here, with a mix of color and black & white footage. The original steam-turbine demonstator set is covered in an entertaining promotional film from builder General Electric. Although unsatisfied with this unit, UP returned to GE (and Alco) for more turbines over time, trying out gas, diesel and even coal turbine units. The most successful of them, the 8500 h.p. "Big Blows," lasted until 1970 — *G.F.*

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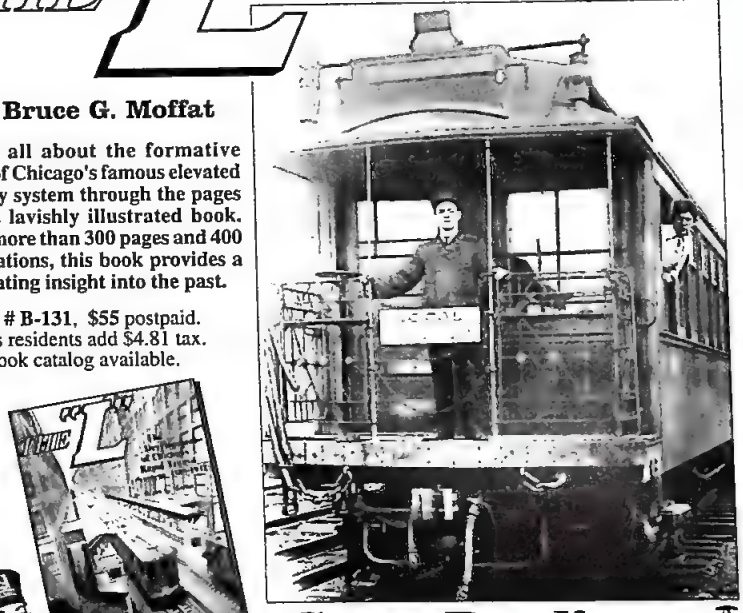

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LINESIDE LEGACY

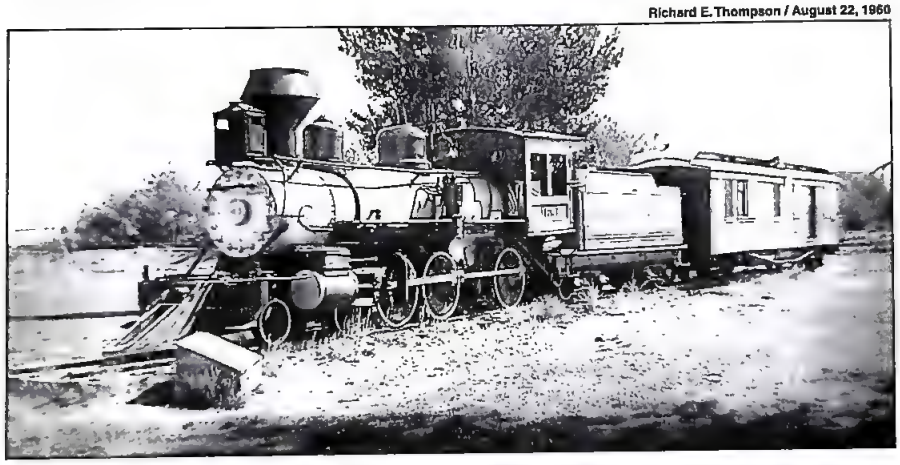
by JEFF TERRY

Rio Grande No.169

FORMER RIO GRANDE 4-6-0 No. 169, which has long been displayed in an Alamosa, Colorado, park, was hydrotested in April 1999 as a first step toward a return to operation. During the hydro test, No.169's 1883-vintage boiler was brought up to pressure and the results were encouraging, as only minor leaks were found (the engine was not tested under steam as was reported in the Denver *Post*). The success of the test sets the stage for 169 to be restored to active service by the Denver & Rio Grande Railway Historical Foundation, which is working with the current owner of the engine (the Alamosa Chamber of Commerce) and the Friends of the 169 to create a tourist railroad in the Creede, Colorado, area.

Historically significant, the No.169 was one of the very first steam locomotives to be placed on outdoor static display in a city park, and one of only two D&RGW class T-12 Ten-Wheelers to be preserved (sister 168 went to Colorado Springs in 1938). The Rio Grande donated No.169 to the city of Alamosa and enshrined her in Cole Park during April 1941, just eight months before the U.S. entered WWII. Before that, the railroad had paraded the spit-polished locomotive at the 1939-'40 New York World's Fair as an example of a "pioneer" locomotive — complete with the

Richard E. Thompson / August 22, 1960



TEN-WHEELER No.169, long on display at Alamosa, Colorado, is being restored by the Denver & Rio Grande Railway Historical Foundation for operation over a portion of the D&RGW Creede Branch.

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At first glance it would appear that the years of outdoor exposure have not been kind to the 169. Early photos of the engine in the park show it to be in good condition, fenced and nicely painted, but more recent photos show the fence gone and an engine worn from years of harsh weather and vandalism. Mechanical inspections have been encouraging, however, and it has been revealed that No.169 is in better shape than one would expect for an engine that has sat outdoors for 58 years.

With the hydro under its belt, the D&RG Railway Historical Foundation expects to begin work on the engine soon, and is currently in the process of acquiring a building in the Alamosa area for the restoration. Right now the only significant progress that has been made was the removal of the boiler jacket and asbestos insulation, accomplished with funding from a grant awarded by the Colorado Historical Society. According to Don Shank, the foundation's managing director, restoration of No.169 will be done on a contract basis and is estimated to take two years to complete.

When the 169 is finally ready for service, the society hopes to operate the Ten-Wheeler over a portion of the D&RGW's former Creede branch, a 21.6-mile section between Creede and South Fork that was originally built to narrow gauge in 1883 but converted to standard gauge years later. Currently the group is under contract with the Union Pacific to purchase the line. Dormant since 1985, the trackage is in a poor state of repair, and before trains can run some 23,000 ties will need to be replaced and the rails converted from standard back to narrow gauge.

Passengers riding behind No.169 will be carried in the former D&RGW B-1, a circa-1880 Jackson & Sharp business car that has been on display with No.169 in Alamosa, or one of two former Rio Grande coaches that have been pledged to the Foundation and currently await restoration (one of these, former D&RGW/RGS No. 252, has been sitting outdoors at Trout Lake for the last 50 years).

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Jeff Terry / March 18, 1997

QUINCY RAILROAD 2-6-2T No.2 has undergone extensive running gear work by the Pacific Locomotive Association at Sunol, California, for operation on the PLA's Niles Canyon Railway.

All of these cars will need complete rebuilds before they can once again haul passengers in revenue service.

The current goal for operational start-up is Memorial Day 2002 if everything goes as planned. For more information on the 169 restoration project, contact the Managing Director of the D&RG Railway Historical Foundation, Don Shank, at 1474 Main Avenue, Suite 121, Durango, CO 81301. Of course, I'll keep you updated on the 169's progress here in R&R.

Niles Canyon Railway

Another steam locomotive is running in California! The volunteers of the Pacific Locomotive Association have recently completed an extensive running gear overhaul on their former Quincy 2-6-2T No.2 at the group's open-air shop in Brightside (Sunol). Right now the Pacific Locomotive Association is probably best known for their restoration of Southern Pacific 4-6-2 No.2467, which steamed from Oakland to Railfair '99 in June. Less known is their tourist operation out of [illegible] which operates historic steam and diesel equipment under the banner of the Niles Canyon Railway.

Quincy No.2, built by Alco's Schenectady Works in 1924, has been owned by the PLA since 1971 and was the only steam locomotive acquired by them in serviceable condition. The tank engine first pulled trains on the group's Castro Point Railway at Richmond, California, and has been operating since 1994 at Niles Canyon following the closing of the Castro Point line in 1985. A true "California" locomotive, No.2 spent all of its working life on the short line Quincy Railroad (which connects to the Western Pacific — now Union Pacific — at the railroad's namesake town) before starting a new career hauling tourists.

Repairs to No.2 were extensive, and included truing the piston rods, machining the crosshead guides and repairing the equalizing system which had failed, causing the engine to droop in the rear. The crossheads had new babbitt poured, and were machined by the Sierra Railway in Jamestown. Work was

PLEASE SEND correspondence concerning LINESIDE LEGACY directly to Jeff Terry, 1930 Burns Avenue, Apt. 108, St. Paul, MN 55119 or e-mail *lineside@railfan.com*. Please send any photos directly to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860.

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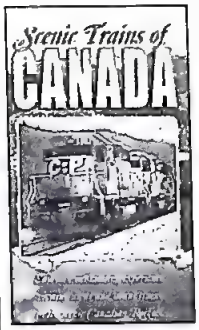
also done to the [illegible] and the boiler safety valves were rebuilt and reset. Incidentally, the boiler needed only minor work because it received major repairs between 1990 and 1994 during a four-year overhaul on everything above the running boards. During that rebuild, the locomotive's boiler was completely overhauled, and the appliances checked, cleaned, and repaired if necessary. The most recent repairs should keep No.2 in steam for many years to come.

You can ride behind No.2, or one many other locomotives in the PLA's extensive collection, on the first and third Sunday of every month. Trains operate over the former Southern Pacific (ex-Central Pacific) right-of-way, departing from the depot at Sunol for a twelve-mile round trip through Niles Canyon. You can contact the group at P.O. Box 2247, Niles Station, Fremont, CA 94536-0247, or consult their website at *www.ncry.org*. Thanks to the PLA newsletter *The Club Car* for the news.

Rayonier No. 110

Former Weyerhaeuser Timber Company/ Rayonier 2-6-6-2T No.110 has been acquired by the Black Hills Central Railroad of Hill City, South Dakota, for a (it is hoped) return to operation. The 1926 Baldwin logger was one of the last active locomotives in Washington state, and was not retired by Rayonier until around 1968. Later No.110 spent over two decades on display in Heber City, Utah, at the Wasatch Mountain Railway (Heber Creeper) before it was acquired by the Nevada State Railroad Museum in 1993 and moved to Henderson, Nevada, for storage. The NSRM is currently disposing of the unwanted pieces acquired from the Heber Creeper collection, and the Black Hills Central purchased No.110 in 1999. The BHC plans to restore the engine at their shop in Hill City and, when completed, No.110 will make a nice addition to the line's operating fleet, which consists of Prescott & North Western 2-6-2 No. 7 and Peninsula Terminal 2-6-2T No. 104, both former loggers.



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RAILNEWS

More New York City Rail Freight Changes

IN ADDITION TO THE reopening of the 65th Street Yard in Brooklyn for use as a transload facility by New York & Atlantic (see RAILNEWS last issue), New York City's other freight railroad, the New York Cross Harbor, has reached an agreement with Norfolk Southern to provide NS with exclusive access to a new, 124-car bulk transfer facility at Bush Terminal, also in Brooklyn.

NS and NYCH will market the service through a joint venture named Liberty Trans-Modal. Rail cars will be interchanged at the former Pennsylvania Railroad Greenville Yard in Jersey City, then floated to Brooklyn via NYCH's car float operations. Commodities initially targeted for this service include edible oils, plastic pellets and food products. NYCH expects to have the new service underway within the next few months. Cross Harbor's parent company is New York Regional Rail.

Another recent plus for New York City-area shippers was a Surface Transportation Board ruling reducing the fees to be paid to CSX by Canadian Pacific for the movement of freight cars from Albany to New York City. The ruling reduced the car-mile charges from 71 cents to 52 cents. Switching charges were also reduced, from $250 per car to $128. — *WALTER A. APPEL*

Virginia Railway Express in Growth Mode

A SERIES OF HIGHWAY CONSTRUCTION projects on Northern Virginia's already congested highways — including one eight-year project at a major interchange — has helped the Virginia Railway Express commuter rail service regain lost riders. Ridership, which dropped dramatically after a 1997 CSX freight derailment wreaked havoc with VRE timekeeping and reliability for weeks, has rebounded to nearly 8000 daily trips. VRE service operates over two lines out of Union Station in Washington, D.C.; one to Fredericksburg, and one to Manassas, Virginia. Significant ridership growth has been experienced on both lines this spring and summer, and 13 new bi-level coaches are on order from Kawasaki for delivery in January 2000.

Now, with ridership stabilized, the railroad is in growth mode, with plans to expand service to Richmond, possibly within the next year. But first, an agreement must be reached with CSX for the state to construct a third track on the former Richmond, Fredericksburg & Potomac main line to Richmond. The state also intends to lease the line from CSX. VRE hopes to hammer out these agreements during upcoming contract renewal talks with CSX. The start-up of Richmond service would not have to wait for the actual completion of the third track (estimated to cost $370 million). An initial service of one express round trip a day could begin upon reaching the agreement with the railroad, with additional service added after the third track is constructed. VRE tickets would also be accepted on certain Amtrak corridor runs that serve the Richmond-Washington market at commuter-friendly times. VRE trains would use Amtrak's Staples Mill Road station in Richmond until the Main Street Station refurbishing is completed in 2004.

Union Pacific Re-Opens Roseville as J.R. Davis Yard

ON MAY 26, 1999, Union Pacific Railroad Chairman, President and CEO Richard K. "Dick" Davidson announced at an inaugural ceremony that the rebuilt Union Pacific Railroad rail yard in Roseville, California, would be re-named after recently retired Vice Chairman Jerry R. Davis. Davis' career with the railroad spanned four decades.

The renovation effort at the former Southern Pacific facility, launched in early 1997, was recently completed at a cost of $145 million and has 86 miles of freshly laid track. The existing track was ripped up, and 122 old structures were demolished before the new work began. Over 135,000 tons of concrete and asphalt were recycled to build three new structures — a central office, a new engine maintenance facility and a car rebuilding center. The new car rebuild center is capable of repairing damaged cars in one day instead of three days. The new J.R. Davis facility encompasses 915 acres, holds 6500 rail cars and allows trains to be processed at twice the speed of the previous yard.

The yard, located 17 miles east of Sacramento, consolidates switching previously performed at other facilities in California, as well as Nevada and Oregon. The hump yard will be quieter than previous switching areas due to several improvements. New, quieter retarder technology has been installed, and newer and quieter "environmentally friendly" engines will perform the switching chores. Restricted speed devices and an advanced computer tracking system will be utilized to make the yard more efficient. A "no tolerance" policy for trespassing, with strict enforcement, is meant to reduce transient access, creating a safer environment as well.

The former Southern Pacific terminal was originally developed in 1906 and last renovated in 1952. — *JOSEPH M. CALISI*

50 AC4400CW's for KCS

KANSAS CITY SOUTHERN JOINS the ranks of railroads operating General Electric A.C.-traction motored units with its acquisition of 50 new AC4400CW's. GE will construct the 4400-horsepower units at its plant in Erie, Pennsylvania, with delivery to KCS scheduled for November and December. The units will be numbered from 2000 to 2049, and represent the first GE's purchased by KCS. The railroad sought new power to handle traffic growth on its recently assembeled NAFTA Railway system consisting of the KCS and affiliated roads Gateway Western, Texas-Mexican and Mexico's Grupo TFM.

Maine Toughens Rail Trespass Law

TRESPASSING ALONG RAILROADS IN MAINE, has just become significantly more expensive, thanks to recent legislation signed into law by Governor Angus King. Initiated by Maine's Operation Lifesaver chapter and supported by the state's railroads and police organizations, the new law jumps fines up from a previous range of $5-20, to $100 for a first offense, $500 for a second violation and up to $1000 for a third. Under the old fee structure, law enforcement officials rarely issued summonses due to the negligible fines. Officials anticipate that the new fees will improve safety by decreasing trespassing.

Changes at the Top for Wisconsin Central

IN A SUDDEN MOVE, Chairman, President and Chief Executive Officer Edward A. Burkhardt departed Wisconsin Central effective August 31, 1999. Burkhardt was one of the company's founders, overseeing its growth from a start-up regional to an international carrier. The change comes just after Burkhardt was selected by trade magazine *Railway Age* as "Railroader of the Year" (see RAILNEWS, August 1999). Succeeding him as president and CEO is Thomas F. Power, Jr., previously Executive Vice President and Chief Financial Officer.

WITH THE 3985 behind him, Union Pacific President Chairman and CEO Dick Davidson drives a "golden spike" at the May 26, 1999, dedication of the J.R. Davis Yard in Roseville, California **(above)**. An office building at the yard complex shows off the former Southern Pacific facility's new name **(above)**. Davis is a recently retired UP executive.

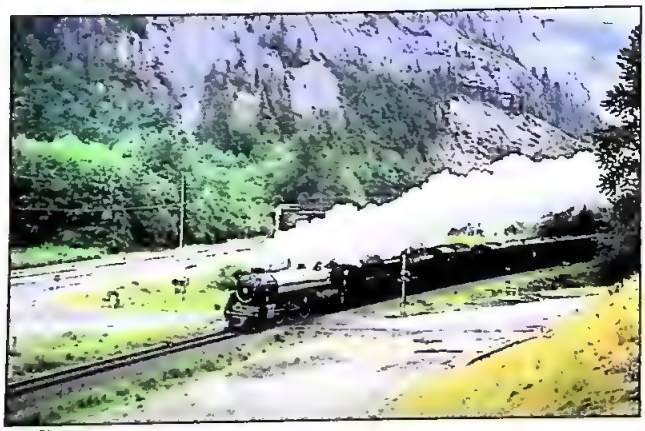
Photos: Joseph M. Calisi

THE CONRAIL SPLIT BROUGHT CHANGE to traffic patterns on neighboring roads, like New York Susquehanna & Western. The final run of Susquehanna Train No.257 took place on May 30, 1999, with a special "Last Run" plaque mounted above the pilot of SD70M 4052, seen passing under the tell-tale at Lake Grinnell in Monroe, New Jersey **(right)**. After the split, traffic from No.257 (and counterpart 258) began operating via CSX's ex-West Shore River Line instead of a Susquehanna/Conrail routing between Syracuse, New York, and Little Ferry, New Jersey. By late June, however, CSX began re-routing an average of two to three trains a day via the Susquehanna between Little Ferry and Syracuse to avoid River Line congestion.

Richard J. Swiss

Photos: Bob Streich

AT AN EMPLOYEE OPEN HOUSE at Woodcrest Shops on June 30, 1999, recent merger partners Canadian National and Illinois Central debuted an E9 in CN "heritage" paint **(above)**. Several years ago, IC purchased four Metra E9's, and had already painted two for executive train service. One of them, No.100, was also on display at the event **(left)**.



Marc Simpson

Northwest Passengers

Father's Day weekend (June 19-20, 1999) was a busy one for rail excursions in the Pacific Northwest, with the Pend Oreille Valley kicking off its 1999 tourist season on the scenic line between Ione and Metaline Falls, Washington. On June 20th, the third trip of the day passed over the Box Canyon Dam on its way to Metaline Falls (**right**). That same day, BC Rail ran a steam double-header from North Vancouver to Squamish, British Columbia, in honor of the 25th Anniversary of the Royal Hudson tourist service. Ex-Canadian Pacific Nos. 2860 and 3716 were seen near Squamish (**above**).

Bruce Kelly

David Baer

Leased Power for the B&LE

On Saturday, June 5, 1999, a Bessemer & Lake Erie limestone train leaves the yards at Conneaut, Ohio, with a matched set of leased Helm SD40M-2s (No.'s 6505, 6502 and 6507) (**left**). The B&LE has been leasing the units since late May, largely on account of additional coal traffic being received from CSX this summer. Note the F-unit at upper right, one of several still in use switching on the docks.

Carl Kosinski

Old Unit, New Look

BNSF "heritage" paint has made its way to a little-remarked outpost on the system, where a 40-plus year-old former passenger GP9 now sports the new look. BNML (Burlington Northern Manitoba Limited, a Canadian Burlington Northern subsidiary operating in the terminal area in Winnipeg, Manitoba, Canada) No.2, which still retains the steam generator "torpedo" roof tanks from its passenger-hauling days, displayed the scheme, and its new number, 1685, in June 1999 (**right**).

Hello, *Heartland Flyer*

On June 14, 1999, the day before regular service began, Amtrak ran a special VIP/media trip for its new Oklahoma City to Fort Worth *Heartland Flyer* train, with ceremonies at stops along the route. The crowds were out in force at various stops, including Gainesville, Texas (**right**), where the train broke through a ceremonial banner welcoming the service. Amtrak Dash8-P40B's No.821 and 822 (not coincidentally, the train numbers for the regular service) handled the run.

John Hewitt

James W. Guffey

No.501 Goes Home

The North Carolina Department of Transportation, in cooperation with the Department of Cultural Resources and the Transportation Museum Foundation, has acquired former Atlantic Coast Line E3 No.501 from the estate of the late Glenn Monhart. The unit, which is restored in operating condition, takes up residency in the state's Transportation Museum at Spencer, and will be used on occasional excursions. During the Rail Days Festival at the museum, the 1939-built Electro-Motive Corporation product operated short trips, and posed with significantly younger cousin No.1755, an F59PHI which sees service on the state-sponsored *Piedmont* passenger train.

Bradley McClelland

Rare Trips on the I&O

On June 26 and 27, 1999, the West Central Ohio Model Railroad Club of Sidney, Ohio, sponsored rare mileage passenger excursions over the Indiana & Ohio's former Detroit, Toledo & Ironton trackage between Springfield and Washington Court House, Ohio. The five-car special was led by I&O GP30 No.87 (former CSX No.4233). The Sunday, June 27th, trip paused at Jeffersonville, Ohio (**right**), where a lunch stop was made. Earlier in the month, the group sponsored Springfield-Lima, Ohio, trips.

TODAY'S JOINT LINE

20 years of change on the Colorado trackage shared by UP and BNSF

by
Robert R. Harmen, D.D.S.

Photography by the author

SOME THINGS haven't changed at all, while some other aspects of Colorado's famous Joint Line are nearly unrecognizable from that seen in the Joint Line article in the May 1978 issue of RAILFAN. The Joint Line is the portion of railroad between Denver and Pueblo, Colorado, shared then by Rio Grande and Santa Fe, and now by Union Pacific and Burlington Northern & Santa Fe. The line out of Denver is a double-tracked climb to the summit at Palmer Lake. It then drops down through Colorado Springs and on to Pueblo. The scenery varies from high plains to high meadows and conifer forests. Generally, the Joint Line is easily accessible from public property with major roads following the railroad.

Just as many line segments look completely different from 1978, so do the trains. While they may still have the same general look of the typical trains seen on the Joint Line over the past 20 years, a closer inspection reveals the changes — in motive power, cars and train lengths. The changes on Joint Line trains mirror those elsewhere in the railroad industry. A.C.-drive locomotives have become the vogue, especially on the unit coal trains. Look at those unit coal train cars — steel has given way to aluminum bodies with greater capacity. Even the common freight car has gone through changes. The 40-foot boxcar is rarely seen in 1999. Boxcars are bigger and fewer, as merchandise shippers now prefer containers. Intermodal traffic just grows and then grows some more. And the caboose — forget seeing them. "Fred" is on the job.

The names have changed, too. As noted above, the Rio Grande is gone, gobbled up by the bigger Southern Pacific, which has also been gobbled up by the even bigger Union Pacific. Two other giants, the Burlington Northern and the Santa Fe, have also combined forces into the West's other mega-giant, the BNSF. The Joint Line itself even has a new name, two of them, actually — BNSF calls it the Pikes Peak Subdivision, while Union Pacific refers to it as the Colorado Springs Subdivision.

Current operations

The majority of Joint Line traffic is a good mix of coal and general freight trains. Some trains that were running 20 years ago have gone to other routes, or disappeared altogether. New coal trains have replaced some that no longer travel these rails, while some coal trains continue to ply the Joint Line as they have for 26 years. During 1996, the newly created BNSF began using the route from Kansas City to Pueblo and then over the Joint Line as a pressure relief for the crowded route through Lincoln, Nebraska, as track work on the Nebraska line was creating delays to priority traffic. One intermodal train and one merchandise train in each direction, along with select empty unit coal trains, were detoured. While the merchandise and coal trains were to return to their normal routings, two intermodal trains were set up to use the new routing on a regular basis, saving approximately seven hours per trip. However, in late 1997, the intermodal traffic also returned to the original routing, with occasional Joint

Line reappeared as required. (The 1998 flooding in Iowa was one short-lived visit.) Occasional passenger movements have occurred, some well-known and others relatively obscure.

One unusual move that has been occurring since 1997 is the "Plane Train" (BNSF's J-WICSEA), handling Boeing Aircraft traffic, runs from Wichita, Kansas, to Washington state. These typically run with a lone unit and anywhere from two to nine cars, all parts and subassemblies of Boeing aircraft — including full 737-900 fuselages. Often seen during the weekend, the plane train can also be seen at additional times during the week. The "Short Local" from Denver to Sedalia, now a Union Pacific train, is often seen with Rio Grande units.

As for the Joint Line's track, the north end of the line is now at 20th Street in downtown Denver. With property values soaring in the downtown Denver area, what was once the BN Rice Yard is now Elitch's Six Flags amusement park. Other adjacent areas have also been developed, with the double-track main line routed through the middle of the newly developed area. The former Rio Grande trackage from Burnham Shops to Union Station has been removed, as has the Santa Fe/Colorado & Southern access to the south end of the depot. The station is now one-ended, with all movements into and out of the depot trackage via the East end. Access to Burnham Shops is from South Denver only.

The segment from 20th Street to Littleton (along with the single track Palmer Lake to Crews segment), is CTC controlled by BNSF's Dispatcher 16 in Fort Worth, Texas. The remainder of the line is controlled by track warrants, with BNSF dispatching the northbound track, Main Two, between Bragdon and Crews and again from Palmer Lake to Littleton. Southbound trains (using Main One) on these segments are dispatched by UP Dispatcher 86. A southbound train will call the UP around Walnut Street in Denver and get a warrant to reach Palmer Lake. Once clear of Palmer Lake, they will clear that warrant and get one for Crews to Bragdon. Northbound trains call BNSF Dispatcher 16 from Pueblo for a warrant, which will cover from Bragdon to Crews. Once north of Crews, they will clear that warrant and get one for Palmer Lake to Littleton. On weekends, the northbound trains may get a warrant from Bragdon to Littleton. Helpers approaching Palmer Lake will call for a warrant to get back to Littleton from Palmer Lake. Astute listening to both railroads on the scanner can give ample warning of traffic to come.

From 20th Street, southward to South Denver, the double track line is signaled for traffic in either direction on the southbound track. Northbound priority trains can be routed around other trains waiting for a spot in the yards. BNSF unit coal trains still leave the yard and wait for their helper locomotives anywhere from just south of 20th Street all the way to Big Lift, though recent construction has led to helpers being stabled at Big Lift and meeting their trains at the Littleton interlocking (more on this later). UP trains enter the Joint Line as they are routed from North Yard via Prospect Junction, crossing the South Platte River just to the north of the interlocking.

***WITH PIKE'S PEAK LOOMING** in the background, a trio of BNSF SD70MAC's haul coal loads south on the Joint Line through Colorado Springs, on June 15, 1997 **(opposite)**. Coal is one of the primary commodities on the Joint Line, as evidenced by Southern Pacific AC4400CW No.316 leading more loads past the Academy siding on October 6, 1996 **(above)**. Mid-train and rear-end helpers keep the traffic moving on the Joint Line. On June 21, 1998, the standard consist of two mid-train remote helpers splice a northbound empty hopper train at Monument **(below)**.*

Distributed Power makes inroads

UP unit coal trains now use Distributed Power exclusively and leave North Yard fully assembled. Radio controlled locomotives are not new to the Joint Line; the BN began using slaves in 1973 with the first unit coal trains on the line. However, new radio controlled technology has made their use more reliable. UP trains will have three to six a.c. (alternating current) drive units, usually of GE manufacture. These locomotives are usually placed with two up front, two remote units placed mid-train (54-58 cars into the train), and either zero, one or two remote units on the rear, depending on train length and weather. Alternately, some trains may run with only the two rear remotes and no remotes in the middle. A trio of remotes units placed 70 cars back in the train has also been noted. The rare short unit coal train

will have two units up front and only one remote unit on the rear. UP coal trains can make track speed up to Palmer Lake if nothing is running slowly ahead of them.

BNSF added Distributed Power usage in January 1999. Surprisingly, it wasn't the Joint Line's grades that prompted the change. A stretch of grade just north of Fort Worth, Texas, was causing headaches for train crews. When the extremely heavy Houston Coal Loads climbed the grade, the couplers were failing and causing delays. A manned helper was being used to ease the strain until Distributed Power was implemented to put some of the power on the rear of the train. Houston Coal Loads now feature a pair of Big MAC's on the front and one more Big MAC on the rear in remote status. Because most of the MAC's with the radio control equipment are the newest units, the Heritage II paint scheme is often in the lead and in the remote position. The use of Distributed Power has changed one other item — when these trains arrive at Palmer Lake, the entire train is usually pulled past the switch before the helpers are cut off to return north. Coal loads to Iola, Texas, have been added to the trains currently using Distributed Power. With the improvement in operation noted on these trains, it is expected that all BNSF coal trains will be using Distributed Power in the near future. Additionally, a grain train was run with Distributed Power in early April 1999, and more grain trains have been noted since then.

Relocations and light rail

The north end of the Joint Line is constantly changing and being improved. The first major project on this area was the subway in Littleton. To ease highway traffic congestion and eliminate a pair of grade crossings, the two main lines were placed side by side through a depressed area with the major streets passing overhead on new bridges. The D&RGW stone depot was moved to the west side of the tracks and about a block north for city use. The subway is wide enough for five tracks, and will soon see the RTD (Denver's Regional Transportation District) light rail tracks in the open space as the line is extended farther south. Completed in December 1987, this was only the beginning of a long-term project to move the tracks away from U.S. 85/Santa Fe Drive. Beginning in mid-1998, a major project to create a triple track main line from South Denver to just south of Littleton started. This is only a part of the major project to extend the light rail of the RTD down to Mineral Avenue, about two miles south of Littleton. The double-track RTD will remain on the east side from South Denver to Lufts Ave[illegible] where it will bridge over the triple-track Joint Line. In early 1999, the Rio Grande Littleton depot was again moved back to trackside about one block south of its original location. It was placed on a new foundation to serve as the RTD depot. The light rail system will have its southern terminus just to the north of I-470 at Mineral Avenue where a "Park and Ride" lot already exists and will be expanded. This area will soon be parking spaces for thousands of commuters.

Yes, Denver is stretching out in all directions, and the effects on the Joint Line are many. Major interlockings are located at South Denver and Englewood, and just south of Littleton is a new major interlocking where the triple tracks revert back to the original two mains. The two main lines southward were renamed in December 1998 as main Number One for the southbound and main Number Two for the northbound side.

During the construction, the addition of helpers to BNSF trains was moved south to the Littleton area with the units based at Big Lift. The helpers do occasionally go into Denver for fuel and/or inspections. Generally, the helpers meet their "shove" at Littleton, originally at the old crossover and later at the new interlocking. The helpers wait at the south end of the interlocking to aid the train crew in stopping the southbound train just beyond the interlocking. Once the construction is completed, the helpers may return to a Denver base.

South of I-470, the changes are minimal, except for an increase in the

*A PIECE OF THE FORMER ROCK ISLAND branch to Limon lives on in Colorado Springs, where SP GP40M No.7107 hauls boxcars to a paper recycling company on May 23, 1997, majestic Pike's Peak once again in view (**above**). The line relocation in Littleton, which removed two busy highway grade crossings, included extra space for both a double track light rail transit line and a third track on the Joint Line. Both project are currently underway. SP coal rolls through the "subway" on February 24, 1996, behind AC4400CW No.194 (**below**).*

number of home- and highway traffic volume. Perhaps the biggest change is the conversion of Big Lift from an intermodal terminal to a bulk transfer/team track site. Tracks that were once full of piggyback cars are now filled with boxcars and covered hoppers. Helper sets stationed here are used for occasional switching, or used on the Big Lift local, which may travel as far as Colorado Springs. All the intermodal traffic is now handled in the BNSF Denver intermodal yard that parallels the UP line into and along the east side of UP's North Yard. Trains continue to grind their way south to Palmer Lake in the time-tested manner.

Another change, probably more of note to trains crews, is the change in the mileposts for the former AT&SF segments of trackage. With UP mileposts going up from Denver and the BNSF mileposts going up from Pueblo, it was instant confusion as crews dealt with alternating stretches of milepost numbering. In late May and early June 1999, the mileposts were changed to coincide with the UP mileage at the north end of each BNSF segment with the numbering increasing in a southward direction, changing, for example, the hot box detector south of Kelker from BNSF 657.7 to BNSF 81.1.

The South End

The segment south of Palmer Lake is still the major bottleneck for the railroad. While northbound trains can roll through Palmer Lake without stopping, opposing traffic from Denver can clog up the line. UP coal trains are usually well powered and can move right on through. BNSF trains though are another story, as they still need to stop and cut off the helpers. Trains are stopped so they are balanced on the summit; the helpers are usually in the final straight stretch leading to the turnout and the summit. Once cut off, the helpers follow the train through the turnout and then head back to Denver on the northbound track. Occasionally, a train will have dynamic brake problems and the helpers may stay with the train to Colorado Springs, adding one more movement that will need to thread its way back north. With power shortages, the helpers may also stay on the train to Colorado Springs in order to help an underpowered northbound train.

Rumors continue to persist that the segment between Palmer Lake and Crews will be double-tracked. While this sure would ease the bottleneck, it is unlikely to happen with the loss of some traffic and the potential loss of other traffic. With the Union Pacific merger and the closing of the east-west route through Pueblo, a certain amount of traffic has, in fact, disappeared from the Joint Line.

*THE "PLANE TRAIN," one of the more interesting operations on the Joint Line, runs over BNSF between Wichita, Kansas, and Washington state, hauling parts and subassemblies for Boeing Aircraft — sometimes even including full 737-900 fuselages. Under storm-laden skies on May 30, 1998, leased LMX Dash8-39B No.8514 hauls the plane train through Castle Rock, Colorado (**below**), under the formation that gave the location its name.*

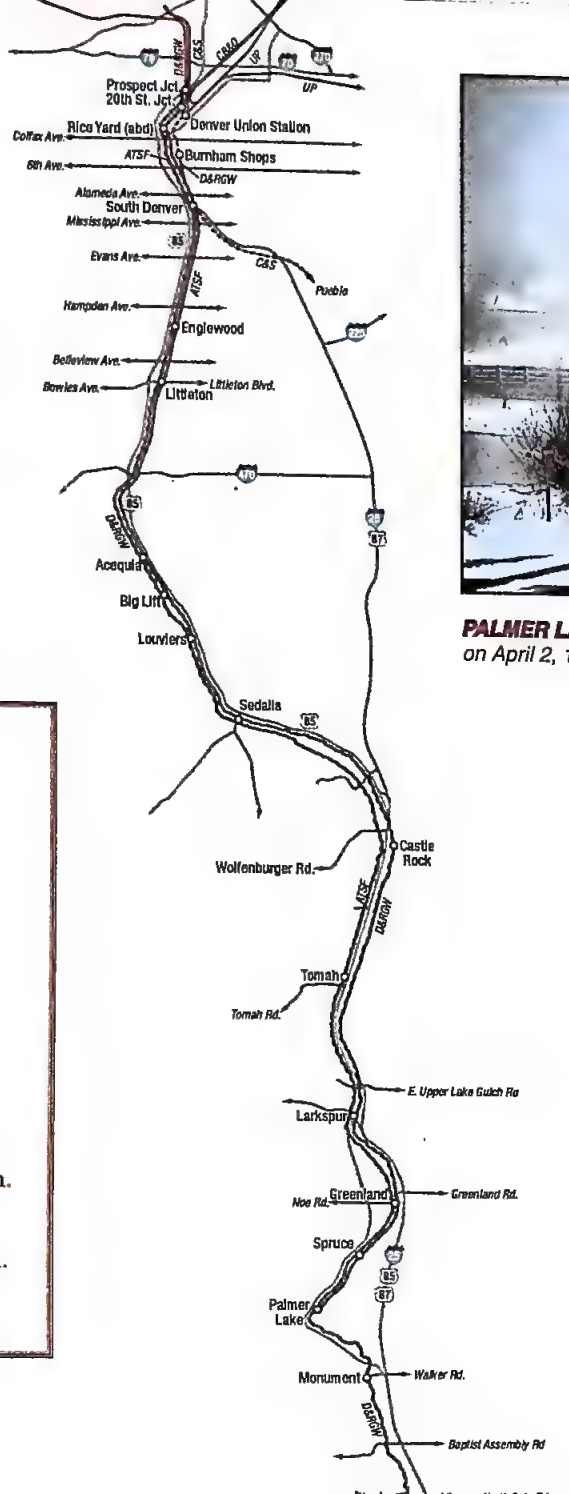
With the demise of the Rock Island, the Rio Grande became the owner/operator of the western end of the Rock's Colorado Springs to Limon line. Rio Grande wanted the line in order to access several industries in Colorado Springs, including a large furniture store. Damage to a trestle just east of that furniture store eventually separated the Rio Grande from the Cadillac & Lake City Railroad, who had taken over the remainder of the route to Limon. The C&LC has since gone out of business, and the store no longer receives furniture, but a construction supply company continued to receive loads of sheet rock weekly until mid-1998. The spur was a switchback, requiring double handling of every car in and out of the industry. The line was shortened in 1998, forcing the construction supply company to unload at a new location and truck the sheet rock to their yard. Also served from the stub of this line is a waste paper recycling company loading several boxcars weekly.

South of Crews, one finds perhaps the fewest changes. The Nixon Power Plant trains no longer exit the plant trackage by backing down to the Buttes crossovers. With track warrants, the Nixon train just heads north to Crews on the southbound track. At Bragdon, one more change has taken place. The south switch on the UP side, known as Tapp, has been moved about one-half mile south to make a crossover of sufficient length to hold the longest of unit coal trains. Trains may wait here for hours for a spot in the yard or a chance at the main line into Pueblo.

A change in Pueblo Junction in 1983 allows BNSF northbound trains to use the UP trackage as an optional way out of Pueblo, and certain BNSF hot trains may come down the UP line, then east from the junction. Since October 1997, all UP coal trains are being yarded in Pueblo for removal or addition of Distributed Power. Trains now rarely sit on the main line north of Pueblo Junction, except waiting for clearance into the yard.

Oh yes, the Army! They still work back and forth from Fort Carson to Kelker Yard, just as they did in 1978. Alas, the black Fairbanks-Morse units described then have since been replaced with red GP16s. However, they are still something different! Complete trains are usually pulled out of or backed into the Fort by the BNSF or UP road power. It is always amazing to watch the road power easing 70 or so cars down and across the valley and up the other side.

The Joint Line — it's still as interesting now as it was 20 years ago!



PALMER LAKE: *SD40-2R No.3226 leads a welded rail train through the snow on April 2, 1999.*

Scanning The Joint Line

Radio Frequencies:

BNSF 160.650
UP 160.920

Defect Detectors:

Main One (southbound):
21.3 Between Louviers and Sedalia
46.3 Between Greenland and Spruce
60.4 Between Monument and Academy
81.1 Between Kelker and Crews
102.4 North of Pinon.

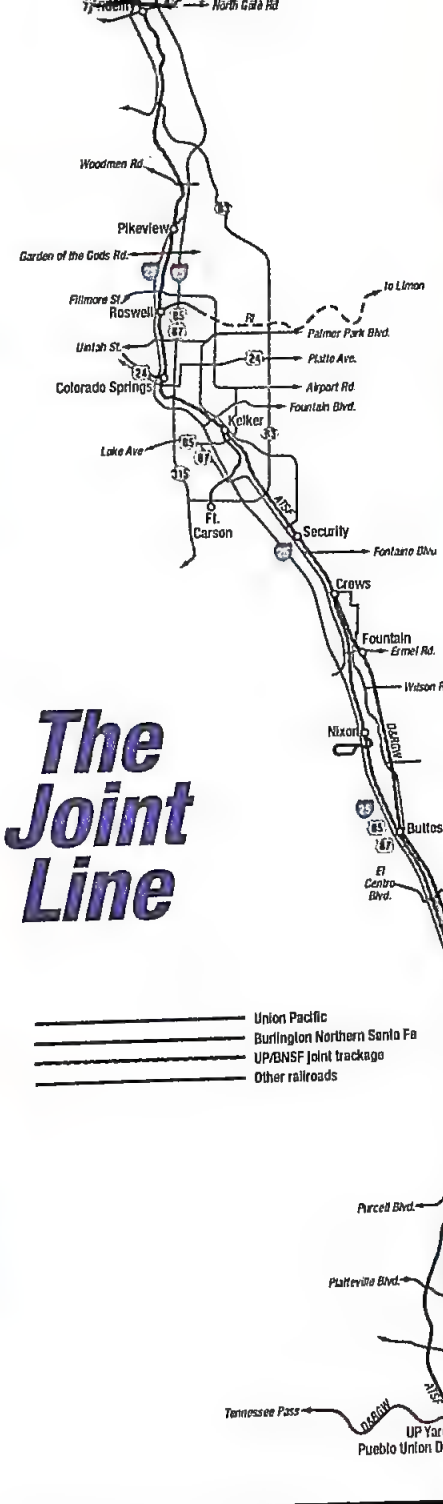
Main Two (northbound):
100.1 Between North Bragdon and Wigwam.
81.1 Between Crews and Kelker.
60.4 Between Academy and Monument.
48.5 Between Palmer Lake and Greenland.
35.0 South of Castle Rock.
21.7 Between Sedalia and Louviers.

PALMER LAKE: *In decidedly different weather, solid Rio Grande power hauls another welded rail train on May 31, 1999.*

MONUMENT: *A trio of SD70MAC's rolls south on January 16, 1999, with grain train G-STECLO.*

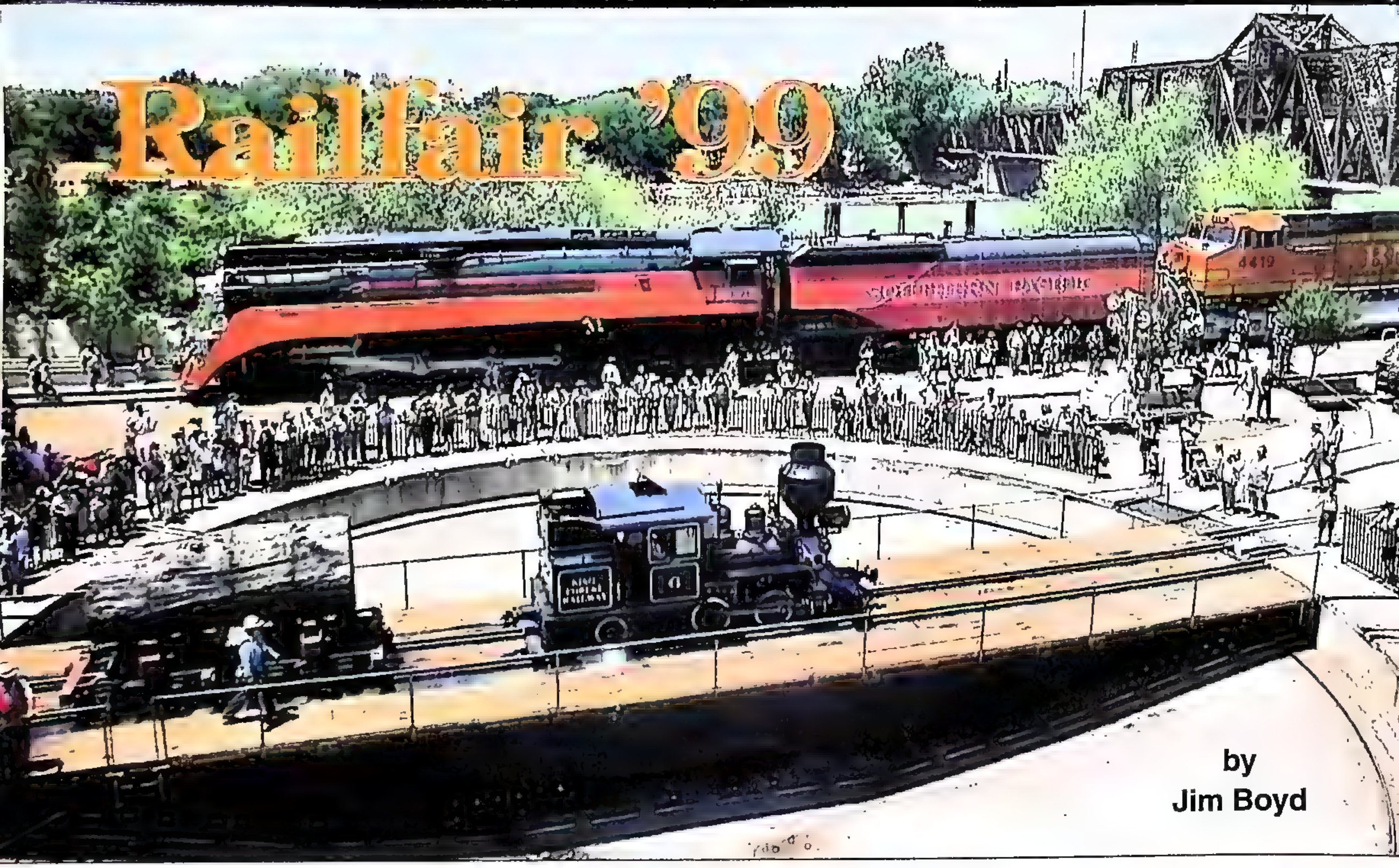
KELKER: *A pair of U.S. Army GP16s shuttle cars to Kelker Yard on September 19, 1997.*

The Joint Line



COLORADO SPRINGS: *DASH9-44CW No.1088 leads a Galveston-bound train on September 17, 1997.*

Railfair '99



by
Jim Boyd

The California State Railroad Museum closes out the century with the biggest gathering of steam locomotives in the diesel era.

LET'S GET THE OBVIOUS question out of the way right off the bat. Why 1999? After 1981 and 1991, wasn't the next Railfair due in 2001? By pure calendar logic, that would have been the case, but 1999 is in the midst of California's three-year "Gold Discovery to Statehood" Sesquicentennial (gold was discovered at Sutter's Mill in 1848, and California joined the Union as a state in 1850), and the state wanted the California State Railroad Museum to hold a Railfair as part of the celebration. In 1994 the Pacific Coast Chapter of the Railway & Locomotive Historical Society and the Central Coast Chapter of the National Railway Historical Society proposed the first-ever joint National Convention of their two societies during the Sesquicentennial, and a simultaneous Railfair was an ideal opportunity.

"Why quibble over a couple of years?" The Museum Board went along with the idea, and Railfair 1999 was born. The conditions were right, with the Union Pacific steam program going strong and the Burlington Northern & Santa Fe in a cooperative mood. Invitations went out, and the response was swift and positive. Another major Railfair was in the making.

The California State Railroad Museum

It all began in 1937 when the late Gilbert Kneiss of the Pacific Coast Chapter of the R&LHS acquired Virginia & Truckee No.21, the *J.W. Bowker,* a brass-bound, diamond-stacked 1875 Baldwin 2-4-0. That engine became the first in a collection that ultimately included such priceless treasures as Central Pacific No.1, the 4-4-0 *Governor Stanford,* and the distinctive 4-2-4T *C.P. Huntington.*

In the 1950s, the collection was housed in San Francisco, but by the mid-1960s it was becoming obvious that the site was not suited to further museum development. In 1968 an agreement was reached with the State of California to donate its collection of 15 locomotives to be the nucleus of a new museum at the Old Sacramento Historical Park on the site of the original Central Pacific passenger station at K Street and the Sacramento River levee, which had been the western terminus of the transcontinental railroad.

On July 13, 1970, the Sacramento Trust for Historic Preservation hosted a dinner aboard Lucius Beebe's former private car, the *Gold Coast,* which was attended by then-Governor Ronald Reagan, who shortly thereafter enthusiastically signed a bill authorizing establishment of the state railroad museum. The project was funded by a $250 million parks and beaches bond issue approved by the voters in 1974. On July 3, 1976, the first museum structure, the authentically rebuilt Central Pacific passenger station, was completed, and two years later the state went to bid on the huge main museum building which would provide more than 100,000 square feel of exhibit space.

Equipment, artifacts and archives were gathered as the museum construction was underway. Further funding was secured, and the Southern Pacific donated the use of one of its buildings in the huge Sacramento Shop facility for the museum's use. Included in the museum complex is a reconstruction of the Big Four Building (Huntington-Hopkins Hardware and Stanford Brothers Store, with the original Central Pacific general offices on the second floor, now used as the museum staff office).

The first Railfair

The first "Railfair" began on May 2, 1981, with the Grand Opening of the spectacular California State Railroad Museum. It ran for nine days (May 2-10) and instantly put the museum on the map as a world class establishment. Visitors and the press from around the world got their first look at the wonders of the museum's impressive interior, which included such sights as a Cab-Forward 4-8-8-2 displayed indoors next to a bordello-gaudy V&T 2-6-0 surrounded by mirrors and a narrow gauge freight train traversing bridges suspended from the ceiling.

While the museum's permanent displays would be the enduring attractions at Old Sacramento, it was the visiting locomotives that would make Railfair such an impressive event. Railfair 1981 was highlighted with Union Pacific's Challenger 3985 and 4-8-4 8444 steaming in from Cheyenne via the SP over Donner Pass. Southern Pacific Daylight 4-8-4 4449 came down from Portland via Dunsmuir and the East Valley Line into Davis. The earliest days of railroading were represented by steaming replicas of the *Tom Thumb* from the B&O Museum in Baltimore and the Stephenson *Rocket* from the National Railway Museum of York, England. Other live exhibits included Short Line Enterprises' handsome 4-4-0, Hillcrest

Lumber Climax No.10 from the Mount Rainier Scenic Railroad and SP 0-6-0 1269 from the Castro Point Railway. Even the Santa Fe's "Death Valley Scotty" 2-6-2 1010 made a live appearance by "steaming" out onto the turntable on compressed air (see September 1981 R&R for complete coverage). With nine locomotives under steam, Railfair '81 definitely put the California State Railroad Museum "on the map!"

Railfair '91

There was nothing like a Tenth Anniversary to give the museum a chance to do it all over again! Railfair '91 ran May 3-12 and hosted many of the same visitors that had attended the Grand Opening. Southern Pacific 4449 now had a complete matching Daylight passenger consist, routing this time via the East Valley Line through Roseville, while the UP 844 was wearing her correct number and "greyhound" livery to accompany the black Challenger down the WP's Feather River Canyon. The big steam surprise of '91 was the arrival of Southern Pacific 4-6-2 2472 from the Golden Gate Railroad Museum in San Francisco, which had its restoration completed only hours before the Railfair deadline and made her break-in run en route to Sacramento! A week after Railfair, the SP 4449 would doublehead the 2472 home to the Bay Area on an excursion train.

It took two issues of R&R (August and September 1991) to cover all of the steam locomotives that attended Railfair '91, which ranged from the little privately owned Passumpsic Heisler to the replica of the 1825 Stockton & Darlington *Locomotion* from York, England, and Sierra Railroad's famous 4-6-0 No.3. The York museum also brought over an 1899 Great Northern (of England) Ivatt 0-6-0T. Two stunning brass-bound 4-4-0s under steam were the V&T *Inyo* and Dan Markoff's narrow gauge Eureka & Palisade No.4, *Eureka*. And on the Sacramento Southern excursion trains out on the levee south of the museum site, SP 0-6-0 1269 was posed dead but was replaced in service by the museum's UP 0-6-0 4466, which had worked her last days on the UP in Cheyenne.

Railfair '91 had been preceded by another big steam event, SteamEXPO at the 1986 Vancouver World's Fair, which had gathered 17 live steam locomotives. Flush with enthusiasm in the aftermath of SteamEXPO, Railfair '91 was almost a disappointment because of overblown advance publicity which promised an even bigger gathering of major locomotives — and made the mistake of listing them by name. One by one, the big players dropped out for a variety of reasons: SP&S 4-8-4 700, CNR 4-8-2 6060, BCR Royal Hudson 2860, Frisco 4-8-2 1522, Cotton Belt 4-8-4 819 and even the British LMS 4-6-2 *Duke of Gloucester*. The one engine that "almost" made it was San Bernardino's Santa Fe 4-8-4 3751, but her overhaul could not be completed in time.

In spite of the numerous no-shows, Railfair '91 out-drew SteamEXPO by two locomotives, totalling 19 under steam! Interestingly, they were two entirely different collections, with only three locomotives attending both events (UP 0-6-0 4466, the V&T 4-4-0 *Inyo* and the Canadian-owned Scottish 0-4-4T *Dunrobin*).

Far more than 1981, Railfair '91 was the "Year of the Diesel," as colorful growlers made a strong showing, highlighted by the Electro-Motive FT demonstrator 103 A-B set, which had been brought to Sacramento via the Feather River Canyon behind UP's huge DDA40X 6936. They shared the diesel spotlight with the museum's brightly painted Western Pacific F7 913 and Santa Fe A-B warbonnet F-units 347C/B, as well as the burbling SP Baldwin DRS6-6-1500 5208. The Santa Fe showed off its Super Fleet warbonnet colors on Dash 8-40BW 554, and there was even a complete maroon and gray Wisconsin & Southern passenger train down on the levee behind an E9.

Railfair '91 would be a hard act to follow.

Photography: Jim Boyd, except as noted

Railfair '99

Avoiding the heightened expectations of 1991, Railfair '99 started off almost low-key. The SP was now part of the UP, and Daylight 4449 was out of the picture with a BNSF Employee Appreciation Excursion program. The relationship between BNSF and the Santa Fe 3751 was still unclear, and the UP was not about to open up its rails to just any locomotive that asked — though they did agree to handle one SP 4-6-2 up from the Bay Area, and with two possibilities, the answer to "which one?" was, "whoever gets to the switch first."

It looked like Railfair '99 would be a gathering of "little engines" and local events. But in the spring of 1999, things began to fall into place. BNSF decided to cancel its Employee Specials for the year and approved the 4449 using its trackage rights down the Inside Gateway to Keddie and down the Feather River Canyon to Sacramento. It also gave the green light to bring the Santa Fe 4-8-4 3751 up from Los Angeles. Railfair veteran SP 4-6-2 2472 was undergoing work at Hunter's Point, but Oakland's sister engine 2467 looked like it would be ready in time. And unbeknownst to the outside world, volunteers were busy laying a sizeable stretch of three-foot gauge track on the Sacramento museum site.

In "The Big Hole"

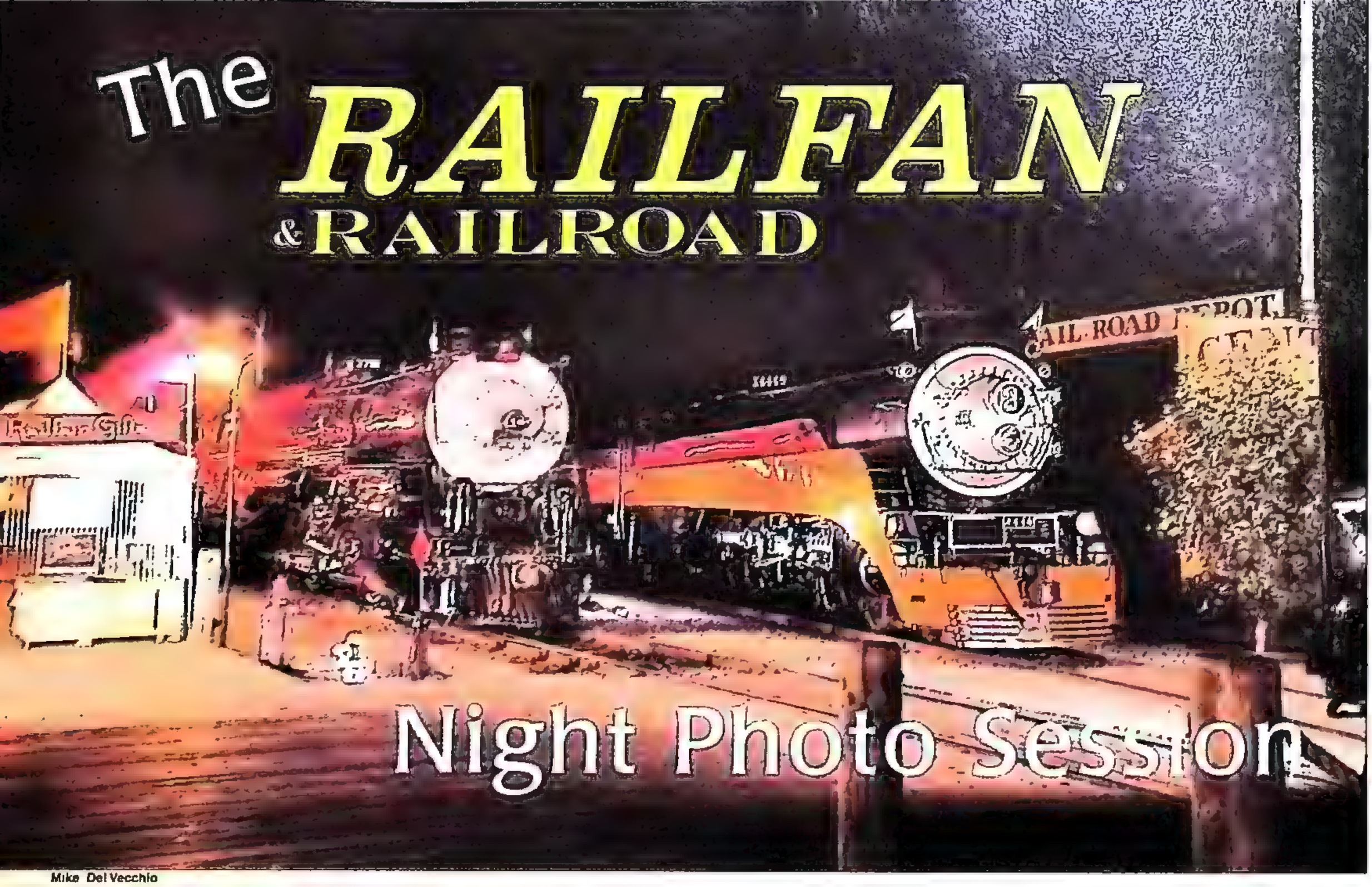
The first move to Railfair '99 was made by the Union Pacific with a May 14th departure from Cheyenne of its 844 and 3985 doubleheader working its way west via the Lucin Cutoff over the Great Salt Lake and Donner Pass.

The westbound UP move had at least one spectacular moment that was played out in total darkness in the middle of the day, Friday, May

text continued on page 46

***KISO FOREST 0-4-2T No.6**, a 1929 Baldwin product, rides the turntable at the California State Railroad Museum during Railfair '99 as Southern Pacific 4-8-4 4449 and BNSF Dash9-44CW 4419 rest in the background **(opposite)**. The three big 4-8-4s from the West are together on Thursday, June 24, 1999, as SP 4449 and Santa Fe 3751 face Union Pacific 844 **(below)**. Summing up the Railfair experience, Martin Hansen uses a 1999 cell phone to communicate from the cab of the 1923-built Mount Emily Lumber Company Shay No.1 **(above)**.*

The RAILFAN & RAILROAD



Mike Del Vecchio

Steve Barry

RAILFAN & RAILROAD magazine and the California State Railroad Museum teamed up for the official Railfair '99 night photo session on June 24,1999. The scenes were set up by Walter Gray on behalf of CSRM and Jim Boyd on behalf of R&R. Two groups of photographers marched merrily through the museum grounds for over two hours, with Mike Del Vecchio and Alex Mayes providing flash for one group and Steve Barry and Joe Calisi lighting up the scenes for the other. All told, nearly 200 photographers took part in the event. Many of the locomotive crews stuck around for the evening, and several "actors" were recruited from their ranks to add life to the scenes. By the time it was over just before midnight, each group had photographed six scenes involving seven steam locomotives and two diesels.

Jim Boyd

***TWO OF THE BIG NORTHERNS** at Railfair posed together for the CSRM/R&R night photo session, with Santa Fe 3751 joining Southern Pacific 4449 **(top)**. Locomotive crews were recruited as "actors" for set-ups involving two older locomotives. Dan and Ditty Markoff's narrow-gauge* Eureka, *built in 1875, was a part of the festivities (above) as was the replica of the 1831* John Bull, *imported from the Railroad Museum of Pennsylvania **(right)**.*

TWO SHAYS from oposite ends of the country rest together under a tree during the CSRM/R&H night photo session (right). Graham County No.1925 from North Carolina and Mount Emily No.1 from Oregon had spent the day speeding through the Railfair site during the Great Shay Race.

Jim Boyd

at Railfair

Steve Barry

SOUTHERN PACIFIC GP9 5623 posed with Western Pacific GP20 2001 during the session (**above**). The privately-owned 5623 is usually found working on the Oakland Terminal, while the 2001 calls the Portola Railroad Museum home.

Mike Del Vecchio

THE SURPRISE VISITOR at Railfair was Southern Pacific 4-6-2 2467 (**right**). The Pacific came from Oakland with GP9 5623 to participate in Railfair '99.

ROLL CALL

Jim Boyd

14 John Knowles 0-4-0WT *Gwen*

Boyd

36 Union Pacific AC6000CW No 7514

Steve Barry

2 Camden & Amboy 4-2-0 *John Bull*

Jim Boyd

4 *Best Friend of Charleston*

Jim Boyd

9 Sandstone Crag 0-4-2T *Deanne*

Jim Boyd

1 Champlain & St. Lawrence 2-2-2 *John Molson*

Jim Boyd

3 Hollandsche Ijzeren Spoorweg-Maatschappij 2-2-2 *De Arend*

Jim Boyd

8 Fillmore & Western 0-4-0T *Sespe*

Jim Boyd

13 W.H. Eccles Lumber 2-Truck Heisler No.3

Jim Boyd

5 Virginia & Truckee 2-4-0 No.21 *J.W. Bowker* as the *Jupiter*

Steve Barry

10 Bear Harbor Lumber Company 0-4-0T No.1 *Gypsy*

Jim Boyd

15 Union Pacific 0-6-0 No.4466

Jim Boyd

6 Eureka & Palisade 4-4-0 No.4 *Eureka*

Jim Boyd

11 Mattole Lumber 0-4-2T No.1

Mike Del Vecchio

16 Southern Pacific 4-6-2 No.2467

Steve Barry

7 Elk River Mill & Lumber Company 0-4-0T *Falk*

Jim Boyd

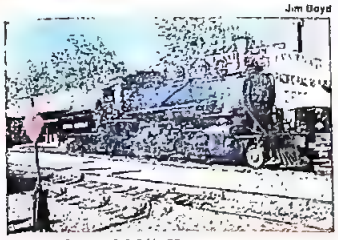
12 Longview Sugar 0-4-4T No.1

Mike Del Vecchio

17 Passumpsic Railroad 2-Truck Heisler No.1

Locomotives visiting or operating at Railfair '99

Jim Boyd

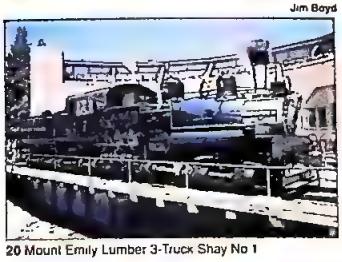


18 Sierra Railway 2-8-0 No 28

Mike Del Vecchio

19 Edison Portland Cement 0-4-0 No 3

Jim Boyd

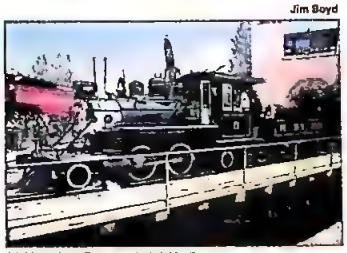


20 Mount Emily Lumber 3-Truck Shay No 1

Steve Barry

21 Graham County 3-Truck Shay No 1925

Jim Boyd



22 Hawaiian Railway 2-4-2 No.5

Jim Boyd

23 Atchison, Topeka & Santa Fe 4-8-4 No.3751

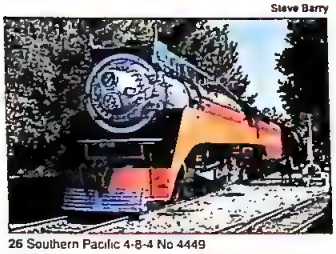
Steve Barry

24 Kiso Forest 0-4-2T No.6

Jim Boyd

25 Sacramento Northern SW1 No 402

Steve Barry



26 Southern Pacific 4-8-4 No 4449

Jim Boyd

27 Granite Rock 0-6-0T No 10

Steve Barry

28 Union Pacific 4-6-6-4 No.3985

Steve Barry

29 Union Pacific 4-8-4 No.844

Jim Boyd

30 Western Pacific F7A No.913

Steve Barry

31 Southern Pacific E9A No.6051

Steve Barry

32 Southern Pacific GP9 No 5623

Alex Mayes

33 Western Pacific GP20 No.2001

Steve Barry

34 Union Pacific E9A No.951

Steve Barry

35 Amtrak F59PHI No.456

Steve Barry

37 Burlington Northern & Santa Fe Dash 9-44CW No.4419

James P. Fitzgerald

38 Ferromex C30-7 No.3704

Sir Toppemhat

39 Shining Time Station No.1 *Thomas the Tank Engine*

Locomotives arranged by built date; see chart on page 47 for more information

***THE BUCKINGHAM LINING BAR GANG** works on the widest track they've ever seen — 6-foot four-inch track laid on the CSRM grounds for* De Arend, *visiting from Holland. The last piece of SP equipment to receive Daylight paint was steam crane MW 7070 (**below**). The 1944 Bucyrus-Erie 250-ton wrecker was transferred to Roseville from Houston in the early 1990s, was regular service under steam until donated to the museum in 1996.*

continued from page 41

21st. The 844 and 3985 were easing off as GE AC4400CW diesel 9460 behind the tenders would handle most of the load of the heavy 2450-ton 22-car passenger train up the 1.9% grade in "The Big Hole," the nearly-two-mile-long Tunnel 41 beneath Mount Judah approaching Donner Summit. A short distance into the tunnel, the GE overheated and shut down.

The speed dropped "precipitously," and Steve Lee immediately opened up on the 844 to maintain the speed and radioed back to Bob Krieger in the Challenger to do the same. With both engines now working at nearly full throttle, the cab of the Challenger was filled with hot exhaust, and the crew members put on their emergency air hoods to be able to breathe. Fireman Jack Wheelihan says that he'd never been subjected to air of that heat intensity. "I was in complete blackness and getting an intense 'sunburn'!"

After nine minutes of hellish eternity they exited the tunnel with the entire train beeping its smoke detector alarms. The accumulated diesel soot that had been steam cleaned from the roof of the tunnel blackened the entire first half of the shiny yellow streamliner. "I had a whole new appreciation for the SP's idea of Cab-Forwards after that!" exclaimed Wheelihan.

The train was cleaned up for the corporate festivities surrounding the dedication of the newly rebuilt "J.R. Davis Yard" in Roseville (see RAILNEWS). On Wednesday, May 26th, the 844 brought the UP Board of Directors out to Roseville and posed pilot-to-pilot with the 3985 for the driving of the Golden Spike for the new yard (or the "Golden Pandrol Clip?"). They then held a dinner and formal Board meeting on the train as the 844 steamed on the front.

Incoming!

The week before Railfair was guaranteed to drive the steam fans nuts! Simultaneously, Daylight 4449 would be coming down the Inside Gateway and Feather River Canyon while Santa Fe 3751 was working its way up Cajon Pass and down Tehachapi Loop. Southern Pacific 4-6-2 2467 would be thrown in there somewhere, as well. Decisions . . . decisions.

The first move of this week was the 4449 departing Portland on Saturday, June 12th, for Bend, Oregon, on the old Spokane, Portland & Seattle, with a handful of boxcars and five passenger cars. At Bend, they picked up a diesel helper (Dash 9-44CW 4429 in the BNSF Heritage II livery) along with a flatcar carrying the City of Prineville's 90-ton Mount Emily Shay No.1 and a few more boxcars for braking. At Lookout Junction, on the old Great Northern just above Beiber, the 4449 posed beside McCloud River 2-6-2 No.25, which had steamed over from McCloud for the occasion.

The train tied up for the night at Greenville and ventured southward to traverse the Keddie Wye bridge in [illegible] light on Monday, June 14th. The train [illegible] a grand sight in Feather River Canyon on the former Western Pacific and arrived in Sacramento that evening. Interestingly, for each Railfair, the 4449 traveled a different route into Sacramento (SP West Valley, SP East Valley and WP Feather River Canyon).

The 3751 experience

With other reporters covering the 4449, I had opted to follow the 3751 up from Los Angeles. I met some of the crew members near midnight on Saturday, June 12th, at Phillippi's deli across the street from the impressively lighted Los Angeles Union Passenger Terminal. With sawdust underfoot on the floor and a pork barbecue in my hand, I was drifting back to the atmosphere of L.A. in the 1940s. The feeling was enhanced as I drove toward Redondo Roundhouse while listening to live big band music being broadcast from a hotel ballroom on KGIL. The sight of the big 4-8-4 simmering in her home roundhouse was the crowning touch. It was easy to ignore the Amtrak and Coaster units on the garden tracks.

The next morning my entire mission was fulfilled with photos of the 3751 riding the Redondo turntable. This was her natural habitat, ready for another sprint south on a *San Diegan*. The image of that big, square tender with SANTA FE 3751 lettering was almost overwhelming. This 1927 engine was Baldwin's and Santa Fe's first 4-8-4 and only the thirteenth of her wheel arrangement to be constructed! Rebuilt and modernized with 80-inch drivers, she was the very personification of Santa Fe steam.

Even the "Super Carrot" Heritage II Dash 9-44CW 4419 and consist of brown BNSF boxcars didn't hurt the atmosphere as the 3751 whistled authoritatively and eased out past Redondo Tower before scampering off toward San Bernardino. Freeway traffic and my unfamiliarity with local roads were my undoing in Santa Ana Canyon, so I headed directly for Cajon.

The ideal shot would have been Sullivan's Curve, but I had been warned that there was no guarantee that it would run the north track, and the dispatcher could change his mind at the last minute if traffic demanded. So I opted for my second favorite spot on Cajon, the arch culvert

Mike Del Vecchio

at Blue Cut over which the 3751 was sure to pass. The light was a bit "overheadish," and he then did run the north track, but I was happy with the decision.

Next came the cement plant at Victorville and a few more chase shots along the ghost of Route 66 as the 3751 worked her way to Barstow, turning the train on the wye and backing into the beautifully restored Fred Harvey passenger station to tie up for the night.

After a Chard Walker slide show at a local Mexican restaurant, I was invited to spend the night aboard Norm Orfall's ex-CNR/VIA business car 93, now named *Tioga Pass,* which was bringing up the rear of the 3751's train. Even the unrelenting parade of BNSF trains on the adjacent main line couldn't keep my jet-lagged body from a sound sleep.

Monday's chase to Mojave and Tehachapi was fun, even if the contrary lighting precluded much useful photography. Just watching the 4-8-4 rambling across the desert was an experience in itself. A meet with an upbound freight at Walong Siding made the descent around Tehachapi Loop much more interesting than it might have been otherwise. The most "natural" shot of the day came as the 3751 drifted out of Ted Benson's favorite Tunnel 2. I used the tight bore to crop out the diesel and the train, yielding a classic Santa Fe image (page 7).

After a night in Bakersfield, I wasn't expecting much from the northbound run Tuesday, June 15th, to Fresno, but I was very pleasantly surprised when Route 43 yielded mile after mile of 55-m.p.h. pacing with beautiful light and a well-behaved motorcade. Coulda used a bit more smoke, but what the heck. We got to Stockton in late afternoon — after the easy Route 43 chase, the traffic-bound run north to Modesto was a complete "forget it!" And take my word for it, Stockton Tower is gone. The 3751 rounded the new Santa Fe-to-SP connection in sweet evening light and backed into the old WP yard for the night.

After another night on the *Tioga Pass,* I shot the departure Wednesday morning at the Stockton Tower diamond and left the 3751 in search of fresh meat. I knew that SP 4-6-2 2467 was due out of Oakland about 9:30 that morning, but I had no idea how fast it would be moving and didn't want to rely completely on my scanner, so I simply drove to Suisun/Fairfield on the Cal-P main line and waited it out.

The California Western put on a nice show while I waited by showing up with three bright green and white GP15-1s, which paired up nicely side-by-side with the D&RGW black GP40 on the SP/UP/whatever local. Another unexpected surprise was the ferry move to Railfair of the Amtrak California F59PHI, a handful of passenger cars and the Talgo train on the hind end. I'd never seen the new Talgo with the "transition" cars, but with no unit on the rear, the fast flying fins made the train look like the Batmobile with a thyroid condition!

When the 2467 showed up in mid-afternoon, it obligingly stopped to inspect the running gear and presented some interesting photo opportunities of a completely "new" main line engine. Since this was essentially its break-in run, they were keeping the speed under 25 m.p.h. on the little train which included SP "Black Widow" GP9 5623 and a Santa Fe caboose. I got nice shots at Dixon (of course) and the Yolo Causeway as the train made its leisurely way to Sacramento.

The "other" SP 4-6-2

With the debut of SP P8 4-6-2 2472 at Railfair '91, the equally enthusiastic crew of Project 2467 in Oakland was destined to become the "other" SP Pacific. But at Railfair 1999 they got their moment in the spotlight with a superb restoration job and a very professional presentation. It is both fortunate and ironic that two examples of the same class (SP Baldwin heavy Pacifics 2461-2475 of 1921) would debut at Railfairs eight years apart.

After her main line career on the Overland Route between Salt Lake City and Sparks, Nevada, where she handled the heavy passenger trains over a 536-mile run, the 2467 had moved on to secondary trains and finally Peninsula commute service as 4-8-2s, Daylight 4-8-4s and ultimately diesels took over the premier assignments. She was retired on December 26, 1956, and was put into Harrison Railroad Park in Oakland in 1960.

As member Paul Veltman relates the story, Project 2467 was formed in 1982 to preserve and restore the handsome Pacific by a group which included Mike and Ken Nichols, Errol Ohman and the late Charlie Hoyle. The 2467 was leased by the City of Oakland to the Pacific Locomotive Association in 1990, and the PLA and Project 2467 groups merged to facilitate the restoration. The engine was moved out of the park in 1991 and onto a repair track on the Oakland Terminal Railroad in 1993. Errol Ohman headed up the restoration team that included Mike Nichols, Don McPherson, Mike Russell, Ken Asmus and Brian Wilson. After almost six years of work, the 2467 steamed again on May 11, 1999, and moved under her own power for the first time in 43 years on Memorial Day 1999. She moved to Railfair on June 16th, making a leisurely pace as a break-in run.

One of the diesels which replaced the 2467 in commute and Del Monte service to Monterey, SP "Black Widow" passenger GP9 5623, accompanied the 2467 on its move to Railfair. The Geep is owned by Errol Ohman and Howard Wise and is used in regular freight service on the Oakland Terminal.

Narrow gauge to broad gauge

One of the surprise attractions of Railfair '99 was about 200 yards of brand new three-foot gauge track that had been laid this spring by museum volunteers. Dan Markoff's beautiful 4-4-0 *Eureka* had restlessly paced back and forth a few yards in either direction on a short panel of track at Railfair '91, but in 1999 it had a run all the way from the turntable to the end of the restored Central Pacific depot and had the use of a stub-end spur. The *Eureka* had handsome SP combine 1010 to pull (from the Society for the Preservation of Carter Railroad Resources in Fremont, California) and shared its narrow gauge domain with Dr. Richard May's Hawaii Railway 2-4-2 No.5, Sumpter Valley Heisler No.3, Mattole Lumber 0-4-2T No.1 and Kiso Forest 0-4-2T No.6 from Japan. That three-foot track is a great addition to the museum grounds and deserves to be extended in the future.

Three other narrow gauge engines (Richard and Patty Farmer's Hunslet 0-4-0T *Gwen,* George Thagard's Sandstone Crag 0-4-2T *Deanna* and Dr. Richard May's Longview Sugar 0-4-4T No.1) were kept hot on short segments of three-foot track separate from the Eureka's "main line." Adjacent to the narrow

Railfair Roll Call

(photos pages 44-45)

The following either visited Sacramento or are CSRM locomotives that operated during Railfair.

1 Champlain & St. Lawrence 2-2-2 *John Molson* (1970 replica); Canadian Railroad Historical Association, St. Constant, Quebec.

2 Camden & Amboy 4-2-0 *John Bull* (1940 replica); Railroad Museum of Pennsylvania, Strasburg, Pa.

3 Hollandsche Ijzeren Spoorweg-Maatschappij 2-2-2 *De Arend* (1939 replica); Dutch Railway Museum, Utrecht, Holland (6'4" gauge).

4 South Carolina Canal & Rail Road Company *Best Friend of Charleston* (1928 replica); City of Charleston, S.C.

5 Virginia & Truckee 2-4-0 No.21 *J.W. Bowker* (1875 Baldwin) as the *Jupiter;* California State Railroad Museum.

6 Eureka & Palisade 4-4-0 No.4 *Eureka* (1875 Baldwin); Dan & Ditty Markoff, Las Vegas, Nev. (3' gauge)

7 Elk River Mill & Lumber Company 0-4-0T *Falk* (1884 Marschutz & Cantrell); Fort Humbolt Park, Eureka, Cal.

8 Fillmore & Western 0-4-0T *Seepe* (1891 Porter); Fillmore & Western Railway, Fillmore, Cal.

9 Sandstone Crag 0-4-2T *Deanne* (1891 Baldwin); George Thagard, Coto de Caza, Cal. (3' gauge).

10 Bear Harbor Lumber Company 0-4-0T No.1 *Gypsy* (1892 Marschutz & Cantrell); Fort Humbolt Park, Eureka, Cal.

11 Mattole Lumber 0-4-2T No.1 (1908 Vulcan); Henry Sorensen, McKinleyville, Cal.

12 Longview Sugar 0-4-4T No.1 (1911 Davenport); Dr. Richard May, San Gabriel, Cal. (3' gauge).

13 W.H. Eccles Lumber 2-Truck Heisler No.3 (1915 Heisler); Sumpter Valley Railroad, Sumpter, Ore. (3' gauge).

14 John Knowles 0-4-0WT *Gwen* (1920 Hunslet); Richard & Patty Farmer, Northridge, Cal. (18" gauge).

15 Union Pacific 0-6-0 No.4466 (1920 Baldwin); California State Railroad Museum.

16 Southern Pacific 4-6-2 No.2467 (1921 Baldwin); Pacific Locomotive Association, Niles Canyon, Cal.

17 Passumpsic Railroad 2-Truck Heisler No.1 (1922 Heisler); Passumpsic Railroad, Barnet, Vt.

18 Sierra Railway 2-8-0 No.28 (1922 Baldwin); Railtown 1897 Park, Jamestown, Cal.

19 Edison Portland Cement 0-6-0 No.3 (1923 Vulcan); Louis R. Chiaramonte, San Jose, Cal.

20 Mout Emily Lumber 3-Truck Shay No.1 (1923 Lima); Oregon Historical Society, Prineville, Ore.

21 Graham County 3-Truck Shay No.1925 (1925 Lima); North Carolina Transportation Museum, Spencer, N.C.

22 Hawaiian Railway 2-4-2 No.5 (1925 Baldwin); Dr. Richard May, Santa Monica, Cal. (3' gauge).

23 Atchison, Topeka & Santa Fe 4-8-4 No.3751 (1927 Baldwin); San Bernardino Railroad Historical Society, San BErnardino, Cal.

24 Kiso Forest 0-4-2T No.6 (1929 Baldwin); Henry Sorensen, McKinleyville, Cal. (3' gauge).

25 Sacramento Northern SW1 No.402 (1939 EMD); California State Railroad Museum.

26 Southern Pacific 4-8-4 No.4449 (1941 Lima); City of Portland, Ore.

27 Granite Rock 0-6-0T No.10 (1942 Porter); California State Railroad Museum.

28 Union Pacific 4-6-6-4 No.3985 (1943 Alco); Union Pacific Railroad, Cheyenne, Wyo.

29 Union Pacific 4-8-4 No.844 (1944 Baldwin); Union Pacific Railroad, Cheyenne, Wyo.

30 Western Pacific F7A No.913A (1950 EMD); California State Railroad Museum.

31 Southern Pacific E9A No.6051 (1954 EMD); California State Railroad Museum.

32 Southern Pacific GP9 No.5623 (1955 EMD); Howard Wise & Errol Ohman, Oakland, Cal.

33 Western Pacific GP20 No.2001 (1959 EMD); Feather River Rail Society, Portola, Cal.

34 Union Pacific E9A No.951 (rebuilt 1992); Union Pacific Railroad, Cheyenne, Wyo.

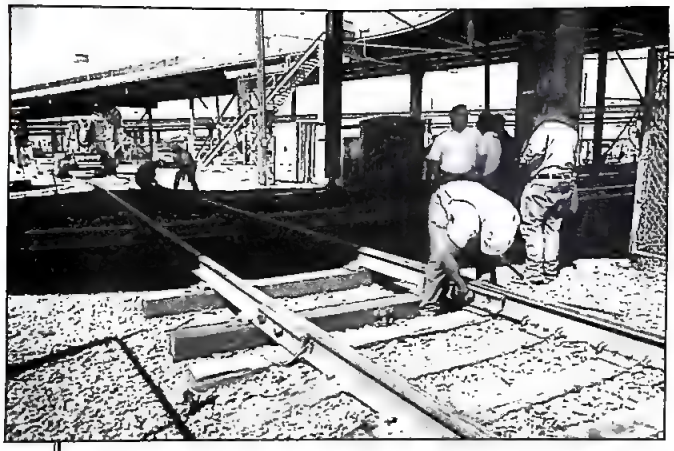
35 Amtrak F59PHI No.456 (1998 EMD); Amtrak

36 Union Pacific AC6000CW No.7514 (1998 GE); Union Pacific, Roseville, Cal.

37 Burlington Northern & Santa Fe Dash 9-44CW No.4419 (1999 GE); BNSF, Fort Worth, Texas

38 Ferromex C30-7 No.3704 (1999 MPI de Mexico); Ferrocarrill Mexicano S.A. de C.V., Guadalajara, Jalisco, Mexico.

39 *Thomas the Tank Engine* 0-6-0T; National Railway Museum, Green Bay, Wisc.



Getting into the Museum

RAILFAIR 1999 had one problem that had not plagued previous events: the Union Pacific had removed the diamonds in the double-track Cal-P main line at the end of the Sacramento River bridge that were the only access to the museum site. Because of their location, the diamonds had been a constant maintenance headache. The railroad did, however, come up with a novel and effective way of getting equipment into and out of the museum. It placed ties with Pandrol clip plates atop the main line ties (**right**) and elevated the end tracks so that two rails could be dropped in place over the top of the main line (**left**) rails using a small mobile crane. With joint bars quickly bolted in place and the Pandrol clips driven home, the museum track could be ready for service in less than 15 minutes. With everything ready beforehand, a move could be made over the new track and the main line restored to service in about a half an hour.

As one foreman noted wryly, "Like the old transcontinental railroad, we lay three miles of track a day — we just do it all here in one spot!" — *JIM BOYD.*

Two photos: Jim Boyd

gauge engines was a long track populated by a variety of live steam model locomotives.

At the other end of the gauge spectrum, about 100 feet of six-foot four-inch broad gauge track in front of the Big Four Building was home for *De Arend,* a 1938 replica of the 1839 Dutch locomotive built in England. "*The Eagle*" is a huge brass-bound inside-connected 2-2-2 from the Dutch Railway Museum in Utrecht, Holland, and it steamed blissfully back and forth all throughout Railfair. Nearby was the City of Charleston's 1928 replica of the *Best Friend of Charleston,* which boiled water and blew its whistle from a single short panel of track.

Of similar vintage was the *John Bull* standard gauge replica from the State Railroad Museum of Pennsylvania. While the original 1831 *John Bull* resides in the Smithsonian, this operational "*Johnny Bull*" was built by the Pennsylvania Railroad in 1940 for the New York World's Fair. Rounding out the fleet of "really old engines" was the replica of the *John Molson.* This 2-2-2 from the Canadian Railroad Historical Association of Saint-Constant, Quebec, is a 1971 replica made in Japan of the 1849 original, which had been built in Scotland.

Other small engines on hand included Dr. Marvin Kendall's 22-ton Phoenix Marble Heisler No.1, lettered for his Passumpsic Railroad in Barnet, Vermont, and the Fillmore & Western's colorful Porter 0-4-0T *Sespe.* One of only four locomotives to steam at all three Railfairs was the strange little Bear Harbor Lumber Company *Gypsy* No.1. This wood-burning logging engine has a huge steam-powered winch on its pilot and impresses one today as the 1893 answer to a good ol' boy's 4×4 pickup truck with a gun rack on the back and a winch on the front! Accompanying the *Gypsy* from California's Fort Humboldt State Historic Park was the similar Elk River Mill & Lumber 0-4-0T *Falk,* which was also built by Marschutz & Cantrell of San Francisco.

A return visitor from 1991 was the tiny Edison Portland Cement 0-4-0T No.3, owned by Louis Chiaramonte of San Jose. The smallest locomotive at the fair with standard couplers, the tiny engine was "doubleheaded" with Union Pacific 3985 on one occasion and spent that day posed between the Challenger and the 844, much to the delight of the crowd and the UP steam crew.

In addition to the museum in Sacramento, the State of California now operates Railtown 1897 on the Sierra Railroad in Jamestown, California. In 1991 the Sierra sent its famous movie star 4-6-0 No.3 to Railfair, and in 1999 2-8-0 No.28 scrambled into town on the Western Pacific from Stockton one day ahead of Santa Fe 3751. Amazingly, it was the first time since it had been delivered by Baldwin in 1922 that the 28 had ever been off of home rails!

And making a spectacle of themselves in grand style by drag racing for the crowds were two Shays: Graham County 70-ton coal burner 1925 from the North Carolina Transportation Museum in Spencer, and Mt. Emily Lumber 90-ton oil burner No.1 from the City of Prineville in Oregon. (See "The Great Shay Race" on **page 50**).

Switchers on the levee

The California State Railroad Museum operates a little over three miles of track of the old SP Walnut branch on the levee south of the museum site as the Sacramento Southern. This is used for excursion trains out of the museum, but during Railfair the trains were originating from the "Circle of Lights Depot" south of the museum site. This year the steam trains were being handled by the museum's Union Pacific 0-6-0 4466 and Granite Rock 0-6-0T No.10. In addition, the WP F-unit, SP E9 and UP E9 951 were handling specials and dinner trains on the levee trackage.

Although technically not an attendee of Railfair, the Yolo Short Line added its ex-SP 0-6-0 1233 to the festivities with an excursion out of West Sacramento, right across the river from the museum site. Like the two SP 4-6-2s, this was another case of two locomotives of the same class steaming for Railfair, with the Castro Point 1269 working the east side of the levee in 1981 and the 1233 on the west side in 1999.

The most unusual steam in operation at Railfair (aside from a couple of steam traction engines) was the museum's Southern Pacific steam crane MW 7070. This 1944 Bucyrus-Erie 250-ton wrecker was transferred to Roseville from Houston in the early 1990s and upon that occasion became the last piece of equipment painted by the railroad in Daylight colors. It was kept in regular service under steam until February 1996, when it was donated to the museum by the SP in fully operable condition! It spent most of Railfair picking up and setting down a small industrial diesel.

The diesel contingent

Diesels played a less prominent part in Railfair '99 than they had in 1991. The most notable examples on the fair site were the SP Black Widow Geep 5623 which had accompanied SP 4-6-2 2467 up from Oakland, and the Portola Railroad Museum's colorful WP GP20 2001. Modern power was represented by the BNSF Dash 9-44CW 4419 that had come up with Santa Fe 3751 and Union Pacific GE AC6000CW 7514 that spent most of the fair on display inside the museum building after nearly stalling the turntable while trying to get it in. Outside, the FerroMex Super 7 rebuild 3704 added a splash of color alongside Amtrak California F59PHI 456 in the company of a Superliner car and near the Talgo display. The Museum's Sacramento Northern SW1 401 made cameo appearances, while the Santa Fe warbonnet F7 and the Sacramento Southern 44-

Tender were stashed out of the way at the end of the levee excursion track.

Of course we can't forget *Thomas The Tank Engine* from the National Railway Museum in Green Bay, which delighted all the rugrats and crumb-crunchers. This Thomas, however, was actually a Whitcomb industrial diesel of questionable performance — as one museum wag put it, "They built *Thomas* from a Whitcomb, but not a particularly good Whitcomb." Mechanical foibles notwithstanding, *Thomas* was a big hit with the crowds.

Unexpected trouble

There is no more professional or competent steam crew in the country than Steve Lee's Union Pacific team, so it came as quite a shock when 4-8-4 844 suffered a slow boiler explosion while on display on the museum site following its Wednesday excursion trip to Tehama. Steve was standing alongside when he heard a flue let go in the rear flue sheet, and in rapid succession as the boiler began to erupt into the firebox he heard about a half dozen other flues let go. Fireman Lynn Nystrom instantly killed the fire and vacated the cab as it filled with steam. The boiler literally blew itself dry with no serious injuries.

After the boiler cooled down, an inspection revealed unprecedented severe corrosion on the water side of the flues. This immediately raised questions about the water treatment and/or metallurgical problems with that batch of two-year-old flues. The decision was made to drop the rods and tow the 844 back to Cheyenne for further inspection and analysis. As a precaution, Steve canceled the use of the 3985 on the Saturday Convention trip up Feather River Canyon because it contained flues from the same batch that had failed on the 844. (In the days that followed, Steve got complete support from UP corporate management, and the FRA was not a problem, since Steve is on their advisory committee, and the Feds knew that they would get a complete and accurate diagnosis of the situation.

Goin' home!

The UP 844 to Tehama and Challenger to Keddie were to have been the only NRHS/R&LHS Convention moves related to steam engines participating in Railfair (see the Convention article on page 52). The week following the Sunday, June 27th, conclusion of Railfair was another railfans' dilemma. The UP packed up the dead 844 behind the Challenger and departed for Roseville and Donner on Monday, June 28th. After careful evaluation, Steve Lee had decided that the 3985 was safe to run and worked it along with the diesel helper over Donner and homeward toward Cheyenne. Santa Fe 3751 also left on Monday, getting as far as Fresno that night.

On Tuesday, June 29th, the 3751 was rolling over Tehachapi, the Daylight was headed back up Feather River Canyon, and Pacific 2467 was homeward bound for Oakland — all at the same time! Fortunately, the 3751 and 2467 had smooth and uneventful runs home (with the Pacific making a much speedier move at 55 m.p.h). Daylight 4449 moved up the Feather River Canyon and the "High Line" to Westwood for the first night. In a delightful touch, BNSF sent Super Carrot Dash 9-44CW 4449 down as helper, so you had SP 4449 doubleheading home with BNSF 4449!

The next day, just below Klamath Falls, the Worthington SA water pump beneath the running board skirt developed a severe water leak. The pump was shut down, and the train continued to Bend and on into Portland with no delays using only the injector for water. After the 4449 had been retired in the 1950s, that cast iron pump housing had cracked from a winter freeze-up. During its overhaul in 1974 for the use on the *Freedom Train*, the pump was given a "temporary" weld repair, which included a stress-relieving heat soak. It seems that temporary fix had lasted only 25 years! (As of mid-July, arrangements are being made to acquire an identical pump from a non-restorable park locomotive.)

An affair to remember

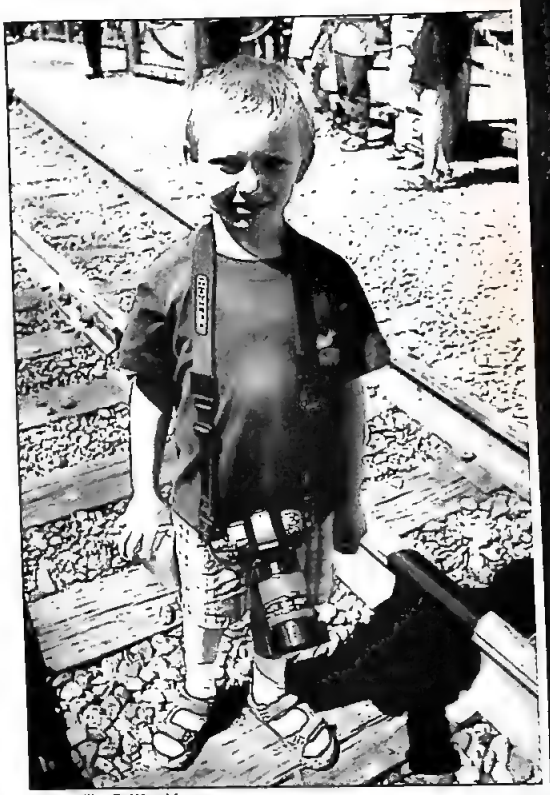
While it is interesting to compare the mechanical participants of the three Railfairs, it was interesting to note the human side. Three prominent people from the 1981 Grand Opening were on hand for all three Railfairs. Stephen Drew, who was the museum director in 1981, is now the senior curator, and Walter Gray, who was director in 1991, is now working for the Calirornia Secretary of State and was acting as yardmaster, coordinating the equipment moves for Railfair '99. Barry Howard, whose firm had helped design the museum (and employed the late railfan Don Ball, Jr.), is now retired but couldn't stay away from the Railfair action.

Doyle McCormack's Daylight crew attended all three Railfairs, but the Union Pacific program in 1981 was still under the leadership of Frank Acord, although future boss Steve Lee was an active member of the crew. There were certainly others involved in all three Railfairs, but these folks were particularly helpful in the R&R coverage of the events.

Railfair 1999 was a resounding success, in spite of occasional mechanical trials and tribulations. An estimated 180,000 people came through the gates, and California got its Sesquicentennial event. Out in front of the museum, greeting the visitors, was the granddaddy of the collection, the *J.W. Bowker*, decked out in lettering as the Central Pacific *Jupiter*, fresh from its role in the summer action movie *Wild, Wild West*. The Great Shay Race was a surprise crowd-pleaser, and we got to see the "Big Three" Western 4-8-4s together in one place for the first time.

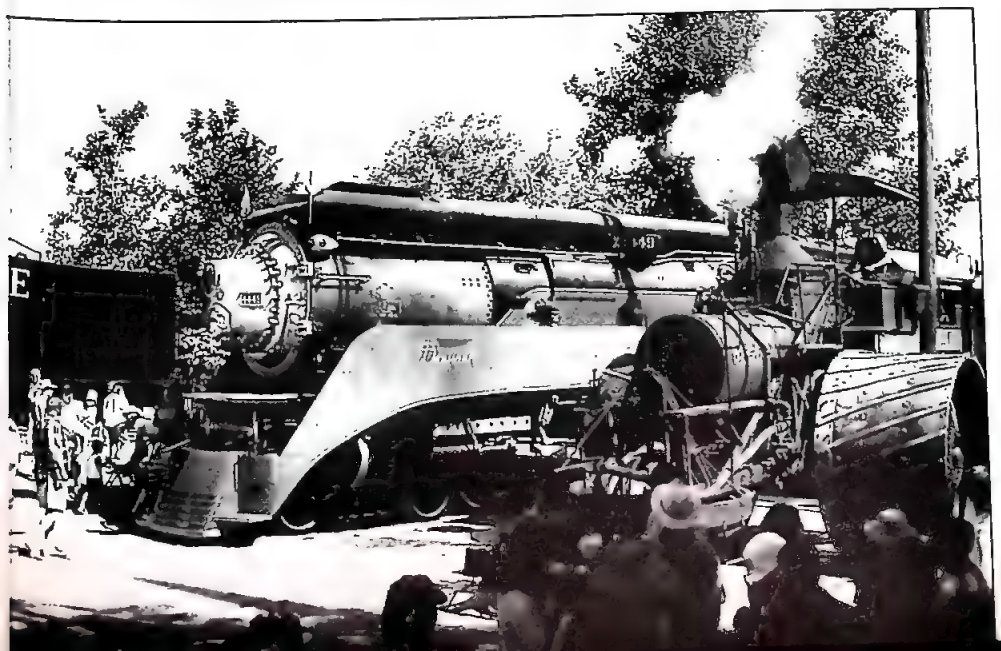
And as for a "steam event," this was the biggest of 'em all since the end of regular service. Railfair '81 had steamed nine engines, Steam-EXPO upped that to 17 and Railfair '91 brought in 19. Counting only those on the museum site, Railfair '99 featured 26 live locomotives and "involved" two more (Yolo 0-6-0 1233 and McCloud River 2-6-2 No.25) for a grand total of 28.

Not a bad way to wrap up the 20th Century!



Below: Mike Del Vecchio

***BIG AND BIG** — A 12-ton steam tractor built by the Best manufacturing Company in 1904 and equipped with 5-foot-wide wheels in 1985 challenges SP 4449 in height (**below**). The tractor is owned by the Joseph A. Heidrick, Sr., Foundation of Woodland, California. Big and little — Zachery Cava ia the little kid with the big camera capturing all the action at Railfair (**above**). Zachery was visiting Sacramento from Las Vegas with his father Greg.*



The Great Shay Race

by Mike Del Vecchio

YOU WANT TO RACE steam locomotives? That was the paraphrased response from the Federal Railroad Administration offices when the idea of a Shay race was introduced by Walter Gray in the weeks before Railfair 1999 at the California State Railroad Museum. The FRA was not about to let anyone race steam locomotives in front of huge crowds on confined trackage. Walter Gray, Chief of the California State Archives & Museum Division in Sacramento, recalled that it was the word "race" that caused concern. But these are Shays, low-geared locomotives that are the tortoise of the railroad world. That understood, the idea quietly drifted into fruition.

Shay locomotives were invented by logger Ephraim Shay in Michigan in the 19th Century in a time that loggers were building track to minimum standards. The log cars would get over the road, but the early locomotives would often derail due to weight concentrated on just a few wheels. Ephraim's idea was to create a locomotive that would be similar to a freight car in tracking and weight distribution, and he basically built a locomotive that drove on freight car wheels and axles. The steam cylinders are mounted vertically and drive a geared crankshaft that is connected to each axle. This allows the full weight of the locomotive on the drivers while at the same time spreading the weight of the locomotive across the entire wheel base. The idea worked, and the Lima Locomotive Works bought Shay's patent. Every true Shay-type locomotive was built by Lima. With the three cylinders the Shays have a rapid exhaust, but that's all that's rapid. Shays are slow moving machines designed to haul heavy loads on imperfect track, akin to a bulldozer. To those who understand the Shay's place in the world of steam locomotion, the words Shay and race in the same sentence is comical.

The challenge is made

The conceptual seeds of a Shay race were planted in cyberspace during the months before Railfair. Martin Hansen of the City of Prineville Railway in Oregon and Jim Wrinn of Historic Spencer Shops in North Carolina are friends, and these two had been sending e-mail messages back and forth about the upcoming events in Sacramento. In a terrific example of one-upmanship and Shay envy, the race was born.

The players are simple — the Oregon Historical Society-owned Mount Emily Lumber Company No.1, a 90-ton, three-truck Shay that lives on the City of Prineville and Graham County Shay No.1925, a 70-ton, three-truck Shay recently restored by Historic Spencer Shops. Both have 36-inch driving wheels; the No.1 is an oil burner and the 1925 burns coal. The biggest difference between them is the weight, with the No.1 being 20 tons heavier.

Fast forward to June 18th, opening day for Railfair. The FRA began to relax about the race as Railfair got off to a smooth start, so plans were set into motion. California State Railroad Museum Foundation marketing guru Paul Hammond wanted a Thursday race for maximum media exposure, so on Tuesday and Wednesday evenings a few runs were made with both Shays to test the course. These tests resulted in the hoped-for 100-yard drag strip being reduced to 75 yards to increase the available stopping distance.

Walter Gray devised the race plan. The CSRM facility doesn't have enough two-track territory for the race, so a time trial format was used on single track. The locomotives would run separately, and each would get a chance to clean the fire by racing past the grand stand. The presentation borrowed a page from professional wrestling, where representatives from each steam crew came to the microphone for some good-natured assaults and challenges of the other crew and engine. This part of the presentation drew plenty of laughs from the stands. Martin Hansen from the oil-burning Mount Emily No.1 talked about his secret fuel additive. John Barden of the Spencer crew shot back, "remember, we're from NASCAR country!" The event even had the feel of a NASCAR race, and the Mount Emily crew's "Shay Racing Team" t-shirts were popular sellers. Three races would be run, two on Thursday and a final frame on Friday. A friendly wager between crews ensued — barbeque delicacies from their respective parts of the country would go to the winner.

The race is on!

Walter Gray had the last laugh, however, as he reminded the crowd that what goes up, must come down, usually on the best of clothing. Walter Gray was the judge and moderator, and his decisions were final on all matters. The

flip of a Mexican peso determined who went first on Thursday, and the opposite engine would be first on Friday. For the race, the locomotives were spotted, and judge Gray was 75 yards down the line with a stop watch and a flag. With a wave of the flag, the races were off.

While the Cass Scenic Railroad often runs its Shays abreast in formation in a so-called "race," here at CSRM thousands were watching the first true racing of Shays. The stands were packed, and no one knew just what to expect. Mount Emily No.1 made its first pass to clean the fire, and the crowd was in awe. A magnificent white plume towered skyward as the Shay sailed past the crowd as if it had a jet engine tied to the tender. It was as amazing as it was surprising. Mount Emily No.1 made its first run, clocking in at 16.66 seconds to a standing ovation. By this time, the crowd on the leeward side of the action realized Walt Gray's warnings about soot; those stands thinned considerably for the next runs.

The Graham County Shay walked up to the starting line and, after a test run, the flag waved and the 1925 slipped its drivers briefly. The crew quickly recovered and literally rocketed past the crowd. A huge black plume went skyward and the sound was deafening. Truly from the land of NASCAR and Dale Earnhardt, engineer John Barden did not shut down the throttle until he was over the finish line. The time was an incredible 11.90 seconds in front of an obviously pleased crowd. That little bucket from North Carolina surprised and impressed every-one, even the Mount Emily crew.

On the next run, the Mount Emily No.1 tried even harder, turning in an impressive 16.41 seconds. The sportsman-like 1925 didn't push it as hard for the second race, turning in a 14.57 performance. Crew members returned to the microphone; Martin Hansen vowed revenge in Friday's race, reminding the crowd how much heavier the No.1 is. The Shay Races were a hit, and the crowd and the media loved it.

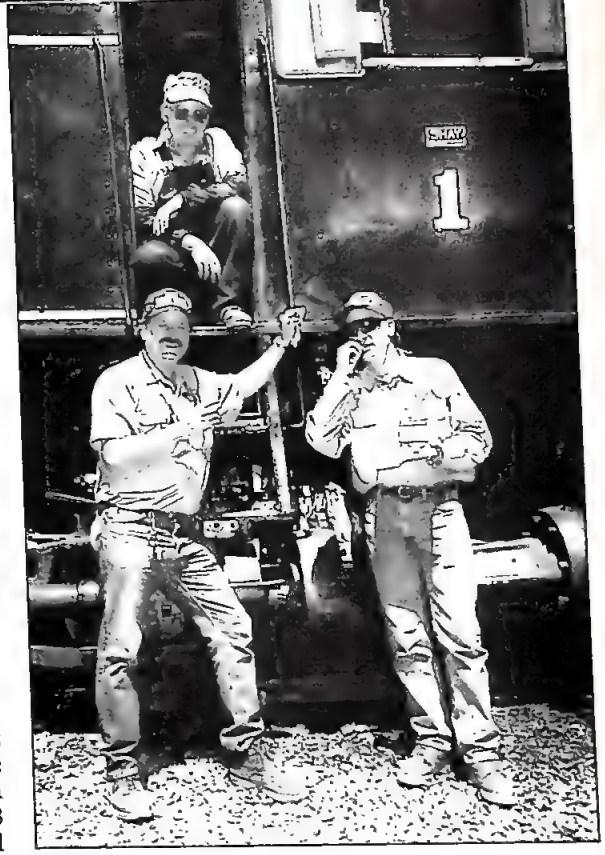
For Friday's run a slight change occurred. Retired Chief of the California Highway Patrol Dick Noonan, now the assistant general manager of CSRM's Sacramento Southern Railroad, borrowed a police radar gun, and he measured the Shays on Friday. Jim Wrinn took the microphone for the Spencer racing team, while Martin Hansen for the Mount Emily No.1 once again vowed to make this one a victory. The 1925 was first to run on Friday, and it again put on a terrific show of fire and fury. It ran the 75-yard course in 13.38 seconds. Noonan clocked the cacophony-under-a-black-tornado at a whopping 18 miles an hour. Mount Emily No.1 bellied up, and took off with extreme determination to save face. The image and sounds were phenomenal, and the No.1's crew put it its best time. But the 15.61-second run was still slower, confirmed by the radar gun showing 15 per.

A stroll through the crowd later found the victors enjoying the spoils, as the Spencer crew was seen savoring barbeque Salmon fresh from Oregon. The friendly spirit between these steam crews was evident, the crews calling each other second best and second worst. Rematches were, of course, challenged. Hansen described one difference between these two similar machines was the brake equipment. The 1925 has a modern schedule 26 airbrake control stand, which allowed the 1925 — just like dragster or funny car — to open the throttle with the brakes on, then release the brakes instantly. Mount Emily No.1 has an old-fashioned number six control stand that takes a few seconds to release. Hansen's challenge to Spencer's Jim Wrinn and Bob Weidermann: "Since these engines were built for pushing and pulling, let's have a pushing and pulling contest."

The Shay Races were the operational highlight of Railfair, and they were a real crowd pleaser. The Shays were great performers, and in fact may have proven that the Shay-type might just be the fastest accelerating steam locomotive type. No one really knew just how fast or peppy the Shay would be, or how long it would take them to stop.

Now for some tongue-in-cheek reflection of the event: How is this going to affect the interpretation of Shays in the future? Surely inventor-Ephraim never envisioned his pride-and-joy as the subject of a racing team. And will future candidates for restoration be chosen instead for driver size and gear ratios rather than for historical significance? Likely not.

But in an era when luring people trackside is a financial necessity to keep steam running, events such as this might just become as traditional as the photo runby.



***MOUNT EMILY No.1** storms past the grandstand during the Great Shay Race at Railfair '99 **(below)**. Graham County No.1925 put on an equally impressive show **(cover)**. Walter Gray readies his flag and stopwatch as a contestant waits on the start line **(opposite)**. To the victors goes the — salmon? Bill Weidemann and Jim Wrinn from North Carolina enjoy barbeque salmon as Martin Hansen, in the cab of the second-fastest Shay at Railfair, looks on **(above)**.*

The 1999 NRHS/R&LHS California Convention

by
Hal Lewis
Rail Operations Manager
1999 NRHS/R&LHS Convention

THE NATIONAL [illegible]y Historical Society and Railway Locomotive Historical Society held their first-ever joint convention in Sacramento, California, from June 23-26, 1999. The event coincided with Railfair '99 at the California State Railroad Museum and featured a variety of trips over BNSF and Union Pacific, as well as a few short line outings.

Planning for this event started in 1994, when the boards of the Central Coast Chapter NRHS, of which I am a member, and the Pacific Coast Chapter R&LHS met and agreed to hold the first ever combined national convention of the two organizations. A joint convention was agreed on since there was a lot of cross-membership between the two organizations and both groups brought significant skills and contacts that would contribute to the event. With the marking of the California Sesquicentennial, the railroads could be approached for trips that would give them a public presence in the statewide celebration. In addition, Walter Gray, who was Director of the California State Railroad Museum at the time, agreed to schedule a major Railfair during the same time frame as the convention so the two events could complement each other. Union Pacific, with its steam locomotives, was notified verbally, but no commitment could be made because significant policy changes were underway at Omaha regarding the excursion program.

Meetings with the California Sesquicentennial Commission quickly

Above: Steve Barry / Below: Jim Boyd

THE 1999 NRHS/R&LHS JOINT CONVENTION *featured a variety of steam, diesel and electric events all over California. McCloud Railway 2-6-2 No.25 powered a passenger train under Mount Shasta on June 22nd* ***(above)*** *and later that day pulled a small photo freight. Union Pacific 4-8-4 844 was passing Elvas tower in Sacramento on its way to Tehama on June 23rd* ***(opposite bottom)****. The Western Railway Museum at Rio Vista Junction hosted a photo session that evening, with Sacramento Northern trolley No.62 posed as the museum's station* ***(right)*** *and SN freight motor No.654 on a freight* ***(opposite top)****.*

brought official recognition as a Sesquicentennial event. A presentation was made to the Union Pacific in a meeting in Omaha in 1997, where we asked for steam trips to Keddie and Truckee with 4-8-4 844, which at that time was the only operable UP steam engine. The UP was told that we also planned to ask BNSF for a trip to Richmond with steam and Amtrak would be asked for a diesel trip to Oakland via Altamont Pass. The UP response was that they would probably support us, but the final decision would be up to Chairman Dick Davidson.

We met with BNSF Vice President Dick Russack in late 1997, where we asked for the Richmond trip. Dick told us that we could have our trip, but the cars would have to come from Amtrak. He also told us that we could have steam "if available."

We looked at trips on short lines and tourist railroads and decided that only two marketable trips were possible. One would be on the 98-mile McCloud Railway. The McCloud had 2-6-2 No.25 in operation and had just bought 2-8-2 No.18 back from the Yreka Western. McCloud President Jeff Forbis promised to give us the railroad for six or seven hours with a double-header and separate freight and passenger trains. A trip with steam on the Yolo Short line was also included.

Two photos: Steve Barry / Night photo lighting by Steve Barry, Joseph M. Calisi and Mike Del Vecchio

Later, the UP confirmed our trips, and Chairman Davidson told Steve Lee that he was interested in the "big engine." This brought Challenger 3985 into the picture, but Steve found that the balloon track curves at Truckee were too sharp for either the 844 or the 3985, making a Donner Pass trip undoable. We agreed on Tehama, on the former Southern Pacific and home of a broad wye, as the only other reasonable destination. This gave us 1200 seats behind main line steam to Keddie with the 3985 and Tehama with the 844 (600 seats each) and another 250 seats on a large, very scenic short line. This was supplemented by 200 seats on the Yolo Short Line trip behind steam. Unfortunately, we were not able to arrange for steam on the BNSF trip to Richmond, and Dick Russack told us that we should stay clear of the three-way negotiations between the CSRM/ BNSF and the San Bernardino Rail Historical Society (operators of Santa Fe 4-8-4 3751). At the very last minute, we found that the rebuilding of the McCloud 18 would not be completed in time for the convention. We still had steam on the McCloud, but not double-headed.

Informal discussions were conducted between Amtrak and BC Rail about bringing Royal Hudson 2860 to Railfair, possibly double-headed with the Southern Pacific 4-8-4 4449 (and later alone when it appeared that the 4449 would not come to Sacramento). Several telephone calls were exchanged with Amtrak officials about the possible use of the Hudson on the Richmond trip as a way for BC Rail to generate some revenue and for the convention to assure a sellout for the trip. Discussions were also held with the Golden Gate Railroad Museum about use of the Southern Pacific 4-6-2 2472 on part of the Altamont Pass trip. Finally, discussions were later held with the SBRHS about having the 3751 bring the Amtrak cars, to be used on the two non-UP main line trips, up from Los Angeles as a revenue trip to generate some money for that group. None of these ambitious ideas came to pass. The final outcome was two diesel-powered trips, one to Richmond via BNSF and a circle trip to Oakland via Altamont Pass westbound.

The convention committee decided that it was best that we not push the UP on their "no foreign steam" policy, which Dick Davidson graciously modified for the event. We had a good program planned and there was no reason to ask for more.

The Keddie and McCloud events sold out quickly, with the Tehama trip not far behind. The two Amtrak trips were slower sellers which may be a message that members are sending about steam versus diesel power. Response exceeded

Alex Mayes

our estimates and we were swamped with registrations, ticket orders and, later, refunds and cancellations when steam trips sold out. Despite a large cadre of hard working and effective volunteers from both organizations, we could not keep up. Some members went a long time before event orders were acknowledged.

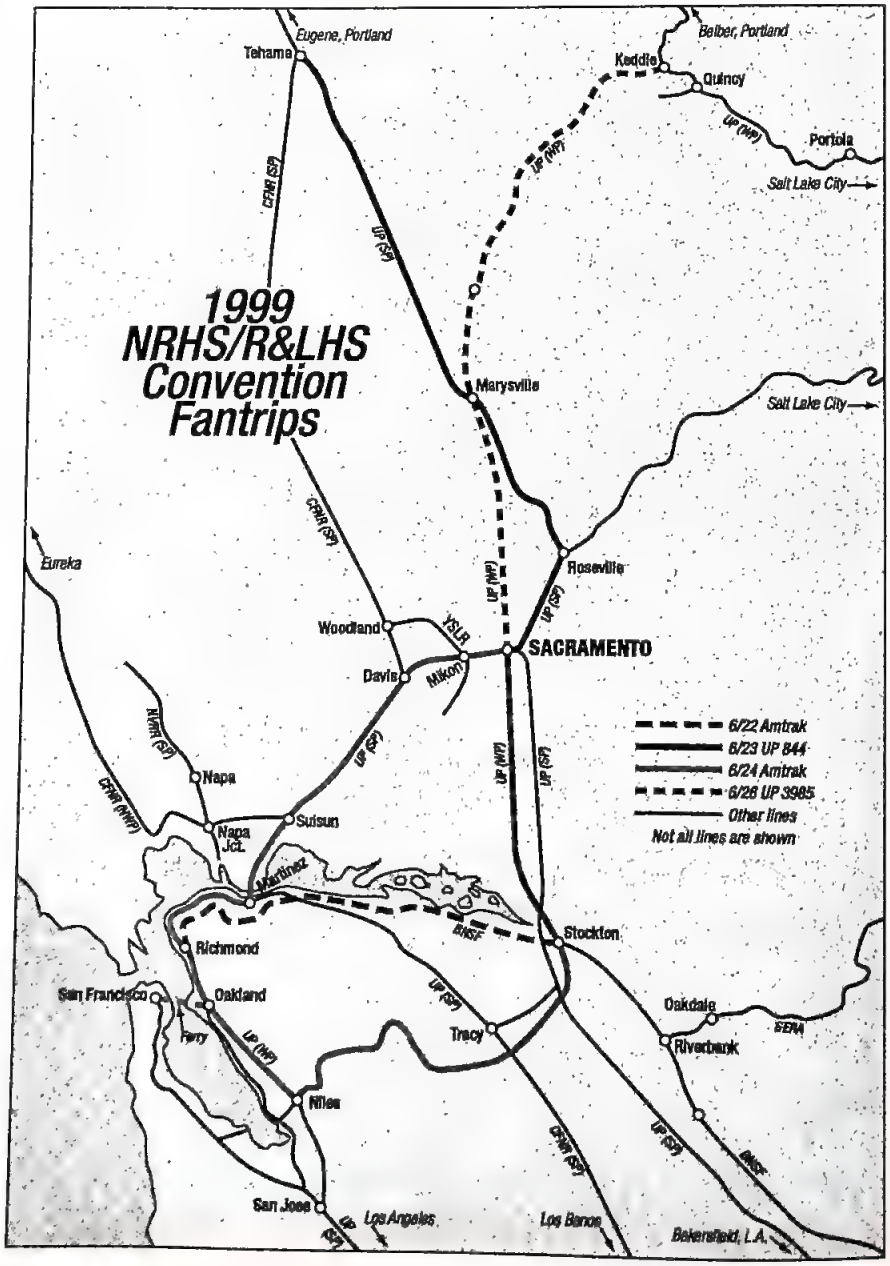
The first trip started on Monday, with buses going to McCloud for the Tuesday trip. Although Prairie-type 25 was the only steam engine available, McCloud president Jeff Forbis put on a show that seemed to make everyone happy. Visitors to the McCloud for the first time were awed by the sight of the 2-6-2 with 14,000 foot high Mt. Shasta looming in the background.

The second trip went to Richmond, using the UP to Stockton and BNSF west over tracks that had not seen a passenger train since 1970. Unfortunately, dispatching problems delayed our access to BNSF and numerous delays were encountered on the way to Richmond. The return to Stockton was faster, but a late arrival in Sacramento spoiled many dinner plans.

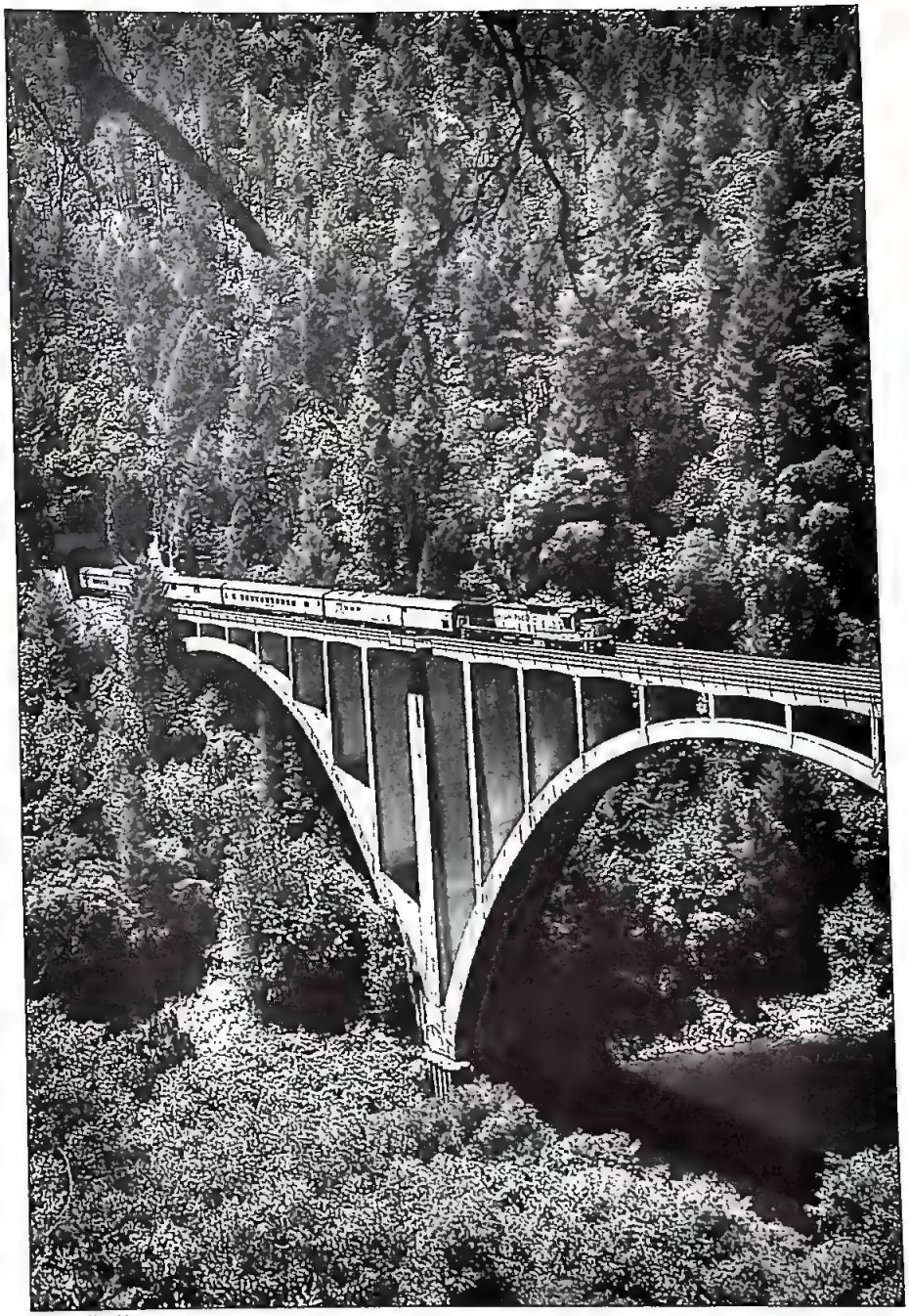
The third trip was supposed to be a fast run with the 844 to the wye at Tehama, just west of Chico. However, someone at Roseville had neglected to call a pilot crew for our train and we sat until one could be diverted from another train. By the time we left Roseville, heat restrictions were in effect and our speed was restricted to 50 miles an hour maximum. Arrival back in Sacramento was at a late 9:15.

The fourth trip, on Thursday, was scheduled to go south to Stockton, then west over Altamont Pass to Oakland, where passengers would connect to a cross-bay ferry to San Francisco. The Amtrak equipment left Oakland at 5:30 to support an 8:15 a.m. departure from Sacramento. The train, however, was stuck behind a slow moving freight and had to meet two scheduled Amtrak westbounds, so our departure was 40 minutes late. This caused the riders to miss the ferry by 15 minutes, but a guide had been prepared that instructed passengers on riding to San Francisco using BART. The return from Oakland to Sacramento via Martinez was done in a fast 96 minutes for the 89 miles, including one stop, twelve miles of 40 m.p.h. track and six miles of 30 m.p.h. track. Arrival was a few minutes early. This train had one high level California car, two CalTrain high level commuter cars, six Amtrak Horizon cars and a former Great Northern full length dome, making the train looked like a six-hump camel.

The final trip was to be the pride of the convention, a round trip up the Feather River Canyon, to the wye at Keddie behind Challenger 3985. Unfor-



*THE SIX-HUMPED CAMEL was the nickname given to the Sacramento-Oakland round trip of June 24th that featured a mix of single and bi-level coaches. The westbound trip operated over Altamont Pass **(opposite)** and the former Western Pacific, while the eastbound trip operated over the Southern Pacific via Martinez. Dash 8-40C 9326 pinch-hit for Challenger 3985 on a trip through the Feather River Canyon on June 26th. En route to Keddie the train passed over North Fork viaduct **(right)**. The Yolo Short Line operated the "Last Train to Clarksville" on June 25th behind GP9 131. A photo runby was held at Levee Road near Clarksburg **(below)**.*



Mike Del Vecchio

tunately, 844 had a tube failure on the Railfair grounds on Thursday, and the 3985 had tubes in it from the same batch. After a lot of soul searching, Steve Lee decided against the use of the 3985 on the Keddie trip. This was a decision that we fully agreed with.

To power the train, a rather bedraggled Dash 8-40C, No.9326, was drafted for the job. The 9326 performed well, pulling the 15-car train up the steady one percent grade in the canyon at track speed. However, fate was not kind to the 9326. South of Oroville the train hit a rock pile that had been put on the track by vandals and the unit suffered a punctured fuel tank. The engineer crawled under the engine to plug the leak with a block of wood and the 9326 backed the train to the Oroville yard, where it was removed. Two units that happened to be in the yard were pulled off an eastbound and put on the excursion train, and a fast run to Sacramento got us into the Amtrak station at 11:45 p.m., just in time for a number of riders to catch the northbound *Coast Starlight*.

Filling out the convention, successful trips were operated with vintage San Francisco trolley cars, to the Bay Area Electric Railway Museum at Rio Vista and on the Yolo Short Line, including one trip with their ex-SP 0-6-0.

Alex Mayes

The convention sponsors wish to thank Amtrak, BNSF and UP for their support of the convention. True, there were some operational problems, but the convention trains were essentially an intrusion into the operation of busy freight railroads. However, the corrective action taken to avoid even greater delays is to be commended.

Sponsoring these conventions involves a huge investment in time by the host groups, as well as a significant financial risk. There were many who volunteered and performed admirably, including those who tackled reservations and ticketing, the toughest task in any convention.

As convention bus manager Tom Glover e-mailed when the last Sunday shuttle bus arrived — "Done."

Carstens BOOK DEPOT

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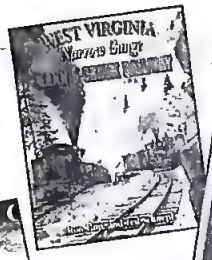

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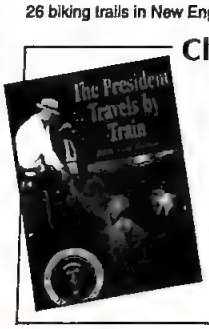

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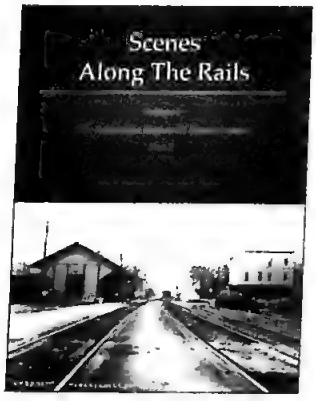

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ON THE MENU

by JAMES D. PORTERFIELD

116 years apart

1999: Anthony Hubbard looked right at me, raised his hands in front of his chest and spread them about two feet apart, then gently shook them up and down for emphasis, and answered a question I hadn't yet asked. "Our goal," he said, "is four-star service." Getting right to the point is just one of the qualities Anthony, who, as the Executive Chef onboard the *American Orient Express,* is responsible for turning out 300 meals each day just to have a chance to meet his goal, brings to the table (so to speak). At ease in conversation, confident in describing his culinary philosophy, and highly skilled in the kitchen, it is easy to forget that he is only 22 years old.

"Well," he said, as though this explained everything, "I graduated from Johnson & Wales in Providence, Rhode Island. I went there to learn the business and management side of running a restaurant. I worked at Sun Valley and in Seattle before coming on the *AOE* as sous chef in 1997." Not a long resumé. But Rut Poladitmontri, himself a renown authority on pan-Asian cuisine and the former Executive Chef who is now the train's Director of Passenger Services, had the foresight to elevate Anthony to Executive Chef this year. Trying to determine if this young a man really is this talented, I ask who has the final say about the train's menus. "The decisions are all his," says Rut. "He runs our kitchens."

And what grand decisions they are. A recent dinner opened with Antipasto with Smoked Salmon, Cheeses and Marinated Vegetables. Next, a rich, seasoned, flavorful Wild Rice Soup, followed by a salad of Mixed Greens with Maytag — Maytag, mind you — Blue Cheese and Roasted Walnuts. For the entrée a choice of Filet Mignon with Roasted Tomato Demiglaze, Seared Chicken Breast with Madeira Sauce, or Roasted Lamb Chops with a Pinot Noir Thyme Sauce, all complimented by Lobster Potatoes and Lotus Root; or Grilled Copper River Sockeye Salmon with Orange Chablis Sauce, or Almond Crusted Swordfish Madagascar, each accompanied by Orzo Pasta with Sundried Tomato Pesto and Baby Carrots. Complimentary wine by the glass is supplemented by an extensive wine cellar. For dessert, Carmelized Banana Mousse in a Dark Chocolate Cup, or Cheesecake, both served on drizzled plates.

Chef Hubbard's other decisions involve purchasing all non-alcoholic goods; supervising a staff of seven, including a baker, a pastry chef, two galley assistants and a crew chef; and creating and overseeing the preparation of the dishes that dazzle his discriminating guests. Regarding the latter, he wins thumbs up on the "Big Four" of meal service — portion, temperature, presentation and, most important, taste. Despite being offered five courses, you leave Chef Hubbard's table satisfied, not stuffed. Every item of each course was served at the right temperature as one attractive plate after another is set in front of you. And the carefully thought-out taste and texture combinations were right out of a Charlie Trotter kitchen session.

"High on my list of inspirations are comfort foods," says Chef Hubbard. "I try to learn the passengers' preferences. Inspiration also comes from the region we are running through on a given trip. My training is in Continental cuisine, especially French techniques. We buy everything fresh and provision the train in our city of origin. But we only buy for two days. So on this run we offered Copper River salmon the first two nights, then went to Alaskan salmon for the next two nights. I replenish the meat and produce from vendors along the way. We bake all our own breads and desserts."

Driving the dining car's four-star aspiration is *American Orient Express* President Henry Hillman, Jr., who has owned the train since November 1997. "Henry," Rut points out, "invested $4 million to upgrade the train. Our lounge cars are newly redecorated. We've added a crew kitchen and a crew chef. We have a larger and permanent staff so our passengers, many of whom ride with us at least once a year, see a familiar face onboard." The 2000 brochure reveals another change — the train will now run year-around.

What surprised Chef Hubbard most about the confines of two back-to-back traditional dining car kitchens? "This place creates some challenges," he says, laughing. Of course, like most people in his spot, he had to adjust to the small space and to working while in motion. But other unique challenges come immediately to mind, "Like when we've served lunch and are preparing to arrive home at 4:00 p.m., and we get delayed. Suddenly I have to be thinking about one more dinner. Or like when the outside temperature exceeds 90, and that hot air enters our vents, my refrigerators cut out." He laughs again, sweeps his hand in front of him and says, "I call that 'fusion confusion.' But it's good training. I tell my people, 'If you can cook here, you can cook anywhere.'"

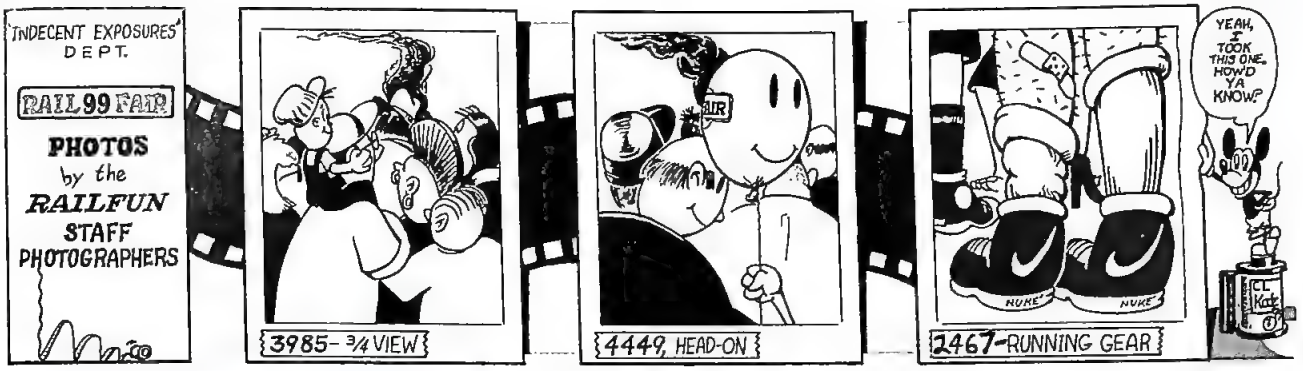
On one occasion he learned two days before the trip that ten children would be on board. "We normally don't have any children," Chef Hubbard says. "So we scrambled to assemble a children's menu." That consisted of Pasta Bolognese, Vegetarian Calzone, Nachos loaded with toppings and the like. Much of it was cobbled from the crew's kitchen. He told of preparing a hot dog platter for the kids. He employed the same creativity, attention to detail and appealing presentation that attends his adult meals. "The next evening, eight adults asked if they could get a hot dog."

For information on the *American Orient*

PLEASE SEND correspondence concerning On The Menu directly to: Jim Porterfield, 763 Cricklewood Drive, State College, PA 16803.

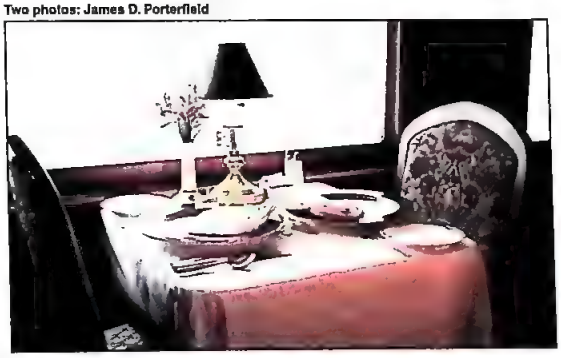
RAILFUN

by CURT KATZ



AMERICAN ORIENT EXPRESS Executive Chef Anthony Hubbard (foreground), with Jason Quackenbush and Takayuki Masumoto, in a pose and environment recognizeable to dining car employees since the days of George Pullman's *Delmonico*, prepare dinner for passengers in the kitchen of the dining car *Zurich* (left). "Service for two? Right this way." A comfortable place setting greets passengers on the *AOE* dining car *Chicago* (below). Beginning in 2000, the *AOE* goes to year-around operation, touring all over the United States rail system with a variety of themed excursions.

Two photos: James D. Porterfield



Express' 2000 schedule, or to make reservations, see your travel agent, call 800/320-4206, or go to *www.americanorientexpress.com* on the internet.

1883: Rufus Estes, like Anthony Hubbard, entered dining car service young. He was 26 years old. Rufus, however, followed a different route to the trains. He was born a slave in Tennessee in 1857. He worked in a restaurant in Nashville between 1873 and 1878. In 1883 he went to work for Pullman in Chicago, assigned to private car service. "I was selected to handle all special parties," he writes. "Among the distinguished people who traveled in my care were . . . President Cleveland, President Harrison (and) Princess Eulalie of Spain . . ." In 1897, Arthur Stillwell, president of the Kansas City, Pittsburg & Gould Railroad, hired him away from Pullman for work in his private car. When that railroad went into receivership 17 months later, the car was bought by John W. "Bet-A-Million" Gates. Rufus Estes worked for Gates until 1907. He finished out his career as a chef with United States Steel in Chicago.

We know all of this because Rufus Estes' cookbook, *Good Things to Eat as Suggested by Rufus,* has just been reprinted by Howling At The Moon Press. "Our research suggests this is the first cookbook ever published by an African-American chef," says publisher Dianna Seay of the 1911 original book. "We have meticulously reproduced the original text and added 52 illustrations, photographs, and advertisements from the late 1800s and early 1900s to help illuminate Mr. Estes' life and culinary times."

The 591 recipes Chef Estes shares offer interesting insights into the techniques employed by dining car chefs working in un-air conditioned kitchens, using wood and coal for heat and ice for refrigeration. Despite those limitations, Chef Estes could no doubt match Chef Hubbard course-for-course. He might open with Bird's Nest Salad, a lettuce leaf, curled in your palm to form a nest and set on a dab of French dressing, filled with small "eggs" of cream cheese "speckled" by being rolled in minced parsley. He'd perhaps follow with his creamy Salmon Soup. For an entrée, your choice of Broiled Mackerel with Black Butter, Browned Beef Hash Cakes on Buttered Toast Points or Deviled Chicken with Mustard Sauce, all accompanied by Potato Croquettes and a Cauliflower Cone surrounded by steamed carrots, turnips and greens and topped with mayonnaise sauce. For dessert, a delicacy of the day — Fresh Vanilla Ice Cream with Raspberry Sauce.

Good Things to Eat is available in softcover for $19.95 from Howling At The Moon Press at www.howling1.com or P. O. Box 666; Jenks, OK 74037; Telephone 877/9-HOWLING (946-9546) and bookstores everywhere.

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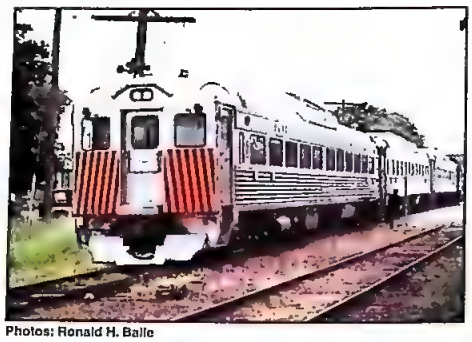

Photos: Ronald H. Balle

JUNE 12, 1999, marked the return of regular rail passenger service to the city of Cape May, New Jersey, for the first time in nearly 19 years. On that date, Cape May Seashore Lines began running revenue trains from its northern terminus at Cape May Court House to Cape May City terminal, a distance of about 13 miles. Previously, CMSL service ended three miles short of Cape May at Cold Spring Village, but the rebuilding of a damaged swing bridge over Cape May Canal allowed the restoration of service directly to the seaside tourist area. The railroad's plans for future expansion include adding service north to Tuckahoe and, ultimately, a connection with NJ Transit's Atlantic City Line at Winslow Junction.

INDIGENOUS to South Jersey, RDC's are back in Cape May (above). A banner marking the June 12, 1999, service restoration was displayed on former Pennsy GP9 No.7000.

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RAILROADIANA

Steinheimer's Spectacular West

Done Honest & True, photography by Richard Steinheimer and text by Ted Benson, published by Pentrex Publishing, P.O. Box 94911, Pasadena, CA 91109-4911; 800/950-9333; Softcover, 96 9"x12" pages, $29.95 plus $4.00 shipping (CA residents add 8.25% tax).

It doesn't get much better than this for 30 bucks! Ninety-six pages of black & white vintage Steinheimer photography and narration by Ted Benson combine for an experience that no rail photographer or armchair fan should miss. With superb reproduction in what appears to be four-color rendering of the B&W images, the pictures have a depth and tone range seldom seen in any book.

With an entertaining text and abundant captions, Ted Benson relates the biography of Dick Steinheimer and his photography, and how his work and photographic obsession influenced his life for the good and sometimes not-so-good. The stories are candid and insightful, from Stein's childhood memories of growing up in Glendale, California (where he moved from Chicago at age eleven), to his first railfan photo ventures in 1946 and right up through the modern merger years. You'll share the subzero cold in an ailing 1937 Ford as Stein and friend Don Sims discover the wonders of Rio Grande main line steam in snowbound Utah, and explore the blistering desert of the San Diego & Arizona Eastern. From the front window of a Cab-Forward on the Modoc Line to the face of a Milwaukee Little Joe inside a tunnel — taking its own photo with the brilliant flash from the pantograph — you'll see Western railroading through Stein's large format cameras. Many of the photos are even more impressive when you realize that they were captured on a 4×5 Speed Graphic or a fixed-lens 120 Rolleicord.

The book tends to dwell on the earlier years with night photos of SP steam, an extensive segment on the Milwaukee Road electrics and a tribute to the SP's Alco PA's. His photography is an interesting blend of straight-forward railfan imagery and pure photographic art. The sheer quality of the subject matter is not overpowered or chopped up by "artistic interpretation," but is presented in its most fascinating or attractive form. The variety of lens work and camera formats is particularly intriguing when you notice the recognizable style and overall image quality.

While this type of photography is not uncommon today, what you need to realize about Steinheimer is that he was among the very first to practice what we now regard as typical" artistic railfan photography. He was doing open flash and synchronized night photos long before they became popular — and precisely because he was doing it and getting it published, it ultimately became

popular. I set out to learn night flash photography after seeing the work of Stein and others like Shaughnessy and Hastings in magazines and books from the 1950s and early 1960s. (My own first encounter with Stein in 1965 is depicted in the book with the night shot we teamed up on of Erie Lackawanna PA's at Chicago's Dearborn Station. I was delighted to see that the great Dick Steinheimer did it exactly the same way I was doing it and that he looked just as silly running down the station platform blasting No.2 flashbulbs into the darkness as I did!)

There is a lot to learn about rail photography from Stein and his work. The book points out that he was never afraid of challenging weather like heat, rain or snow, and much of his most compelling work was done under conditions where most of us would have given up and sought the comfort of home or a dry motel room. And he also managed to work the human element into his photos far more than most of us even attempt to do today.

Granted, the railroad world was a far more interesting place in the Glory Years, but Stein's departure from the "three-quarter wedge" of the early Beebe era is remarkable. We of today have all had Steinheimer to learn from, but Stein was out there ahead of the pack blazing the trail on his own. And therein lies his greatness.

It would take a writer experienced in photography and sensitive to the details of life to put this book into words, and no one could have done it better than Ted Benson. A longtime friend, Ted could write about Stein from first-hand experience and place the storytelling in its proper perspective. They both understand railroading as a human environment and not just a playground full of mechanical toys.

A couple of sentences early in the book struck me as summing up my own lifetime of rail photography and journalism. It would take the combined talents of Steinheimer and Benson to sum it up so simply and clearly: "Trains just seemed to be so neat. They were completely different from the rest of our lives."

This is an extraordinary book on many levels and a tribute to both the subject and author. I'm sure each reader will find in it an experience to which they can relate — *Jim Boyd*.

A look at the Valley

Lehigh Valley - 3: In Color, by Jeremy F. Plant and Richard T. Steinbrenner, from Morning Sun Books, Inc., 9 Pheasant Lane, Scotch Plains, NJ 07076; 908/755-5454. Hardcover, 128 8fi"x11" pages. $49.95 plus $3.50 shipping (NJ residents add 6% sales tax).

The Lehigh Valley Railroad has a long and interesting history in the eastern United States. Chartered in 1851, the Lehigh Valley was quick to take advantage of the ample supply of Anthracite coal in the mountains of eastern Pennsylvania and industrial America's appetite for it. After the 1920s, though, demand for hard coal began to fall off, and the LV's fortunes took a turn for the worse. In the 1950s it tried to reinvent itself

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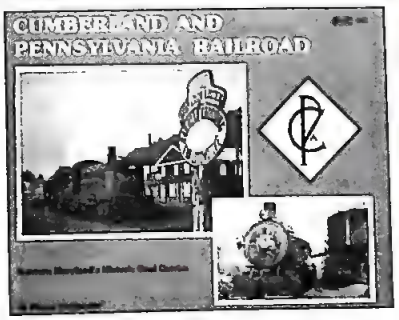

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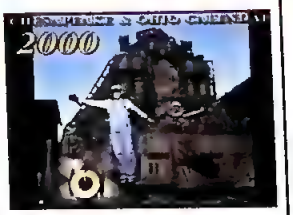

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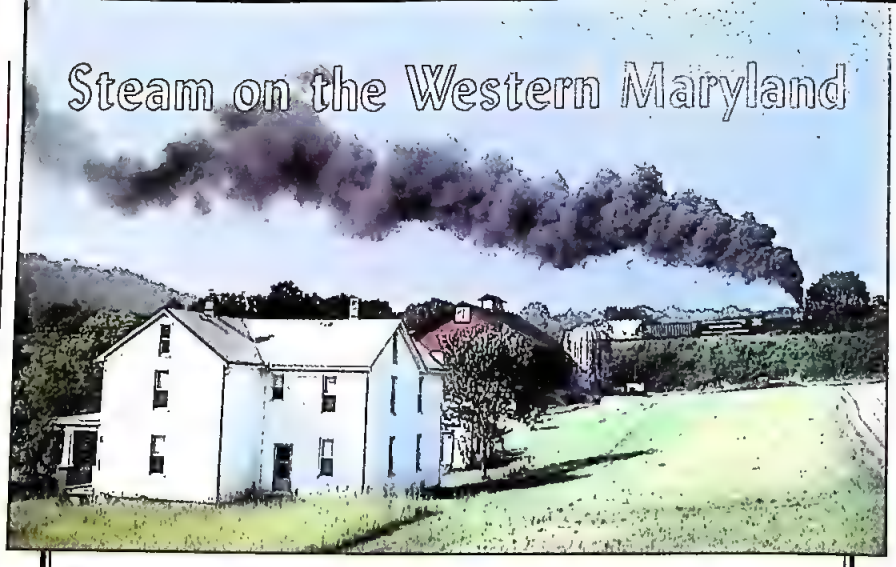

TWO SERIES OF STEAM-POWERED PHOTO FREIGHTS were coordinated by Carl Franz during late spring 1999. The first series was on the Cass Scenic Railroad in West Virginia, where Carl operated his 52nd and 53rd Cass charters on May 15th and 16th. With the Shays lettered for the Mower Lumber Company, Saturday's trip headed up the Cass line to Old Spruce, then down the connection to the former Western Maryland at Spruce. From there, the trip operated over the state-owned trackage north to Beaver Creek and south to the Big Cut. Numerous photo runbys, including one at the beaver pond near Spruce (**below**) were held. The Sunday trip went over the Cass "main line" to Bald Knob.

Three weeks later, Carl hosted a two-day event on the Western Maryland Scenic Railroad out of Cumberland, Maryland. On June 5th a photo freight with 80 passengers in two "rider coaches" operated. The following day, 35 photographers rode in the freight's caboose for a low-capacity, high-runby trip. Over 30 runbys were held on the Sunday trip, including one at Helmstetter's Farm inside the famous curve (**above**). Another photo freight on the WMSR is planned for October 25, 1999; see TIMETABLE for details — *S.B.*

Two photos: Steve Barry

Excursion refunds

The July 5, 1999, excursion from Scranton to Analomink, Pennsylvania, which RAILFAN & RAILROAD was promoting in conjunction with the magazine's 25th Anniversary, was terminated when two locomotives "hard-coupled" into the train while it was standing. See MARKERS for refund information.

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as ... bridge line between the East and the Mid-west, but the competition was too much. Still, the railroad did have some life left in it, and with the inception of Conrail in 1976, portions of the LV became important to the newly-formed line.

This latest all-color Morning Sun book on the LV documents the railroad from the late 1930s all the way to the mid-1970s. While concentrating on the 1950s, '60s and '70s, the book shows many of the different paint schemes of the LV, and even devotes a chapter to the end of the steam era on the railroad. Following the format of other Morning Sun books, this volume begins with a short history of the railroad and a map of the line. It also includes steam and diesel motive power rosters for the time period covered.

The first two volumes of the series organized the photos by geography, focusing on showing the reader the railroad. Volume Three turns its focus to the time period covered, grouping the photos more or less chronologically and by theme, showing the different fleets of power and the different paint schemes of the railroad until it became part of Conrail on April 1, 1976.

The photo coverage begins in the 1930s with the streamlined steam engines of the railroad and freights pulled by 4-8-4s, 2-10-2s, 2-8-2s, 2-8-0s and 4-6-2s. The colorful passenger trains *John Wilkes* and *Black Diamond*, with streamlined K-5 Pacifics and matching American Flyer coaches in their distinctive red, black and sliver paint scheme are given several pages, as are the steam-powered freights.

As the book moves on through the years, the reader is shown the many Lehigh Valley paint schemes, including the classic Cornell Red and yellow, the black and white "Snowbird," and the yellow and gray "Yellowjackets." The photos also show the many different types of motive power used on the road, including Alco RS2, RS3, S2 and HH660 switchers, along with FA's, PA's, RS11s and Century units; Baldwin S12 and VO-1000 switchers; F-Units, Geeps and switchers from EMD and Budd built RDC's. Foreign power working on the LV also made its way onto the pages, including leased units from the Lehigh & Hudson River, Norfolk & Western, Pittsburgh & Shawmut, Bangor & Aroostook and the Reading — even the Delaware & Hudson's famous Baldwin Sharks near Binghamton. These pictures, combined with many more of the Lehigh Valley roster, really provide the reader with a taste of railroading on the Lehigh Valley from the 1930s to the 1970s.

Overall, the photographs are sharp and the color reproduction is very good. The accompanying captions are well written and informative. Many of the captions contain not only the train information, but where the photo fits in on the line, and how the motive power fits into the history of the Lehigh Valley. In addition, there are also shots of old LV timetables and advertisements spread throughout the book that add interest.

Lehigh Valley - 3: In Color is an excellent pictorial look at the Lehigh Valley from the late 1930's through its end in the 1970's. The photographs do a great job of capturing the action along the LV and presenting the many different locomotives and paint schemes that made it a fan favorite throughout the last 50 years of its existence — *Nicholas D'Amato.*

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by
George S. Pitarys

The Last Atlantic Limited

Photography: George S. Pitarys

EVERY GENERATION has a benchmark in time that they can readily identify. For many in my age group, it is the tragic Kennedy assassination; for my parents, it's the attack on Pearl Harbor. Certain other unforgettable days may be etched in one's memory as well, and such is the case for me, with the early morning hours of Sunday, October 28, 1979. At that time, an event occurred that began a watershed process for me in both the professional and avocational fields.

Before going in to the specifics of that day, lets set the groundwork for a proper appreciation of ensuing events. The late 19th Century was a time of great expansion in many fields and endeavors. It was an era of mass immigration to both the United States and Canada. As a result, the railroads expanded commensurately to handle the influx of both people and material. Thus, on June 2, 1889, the first Canadian Pacific passenger train left Montreal for the Maritimes via the recently completed "Short Line" that bisected the state of Maine, which neatly interposes itself between the provinces of Quebec and New Brunswick.

Over the next 90 years, this route proved to be an integral part of the CPR system and, during both World Wars, was possibly was the busiest section of single track railroad on the North American continent. This was due to the fact that a large portion of Canada's war effort — in terms of both men and material — flowed to Europe through the port of Saint John, New Brunswick. Even subsequent to the busy war years, two pairs of passenger trains continued to operate over the Short Line. By the early fall of 1955, though, increased airline reliability and a constantly improving highway system, dictated the abolition of one pair of trains, Nos.39 and 40. Simultaneously, by replacing steam locomotives with diesels, the schedule of the remaining set of trains, Nos.41 and 42, was significantly speeded up and the equipment improved. This train was also given a name — the *Atlantic Limited*.

Sadly, throughout the next 20 years the fortunes of the *Atlantic Limited* continued to decline, linked inseparably with the public's love affair with the automobile. By the early 1970s, passenger counts had fallen to as few as 37,000 riders annually, and a large majority of these were actually suburban Montreal commuters, as the train's schedule was favorable to their daily treks.

PASSENGER EXTRA 8568 EAST, *the last* Atlantic Limited, *is about to become VIA No.12 as soon as the watering and crew change chores are completed at Brownville Junction, Maine, at 2:40 a.m. on Sunday, October 28, 1979* ***(above)****. Canadian Pacific RS10 8568 was in charge of the train on that night. CPR FP7A 4072 was in charge of the westbound* Atlantic Limited *on December 13, 1975, as it recharged its steam generators and recrewed at Brownville Junction* ***(below)****. The 4072 has since been relegated to Montreal commuter service.*

Encountering the *Atlantic*

My own interest in the train began at this nadir of its history. In 1948 the Canadian Pacific bought the only three E-units ever sold outside the United States, and in 1969 or 1970 assigned the two that remained to the *Atlantic Limited*. This fact had considerable railfan appeal, and lured me to north central Maine and Brownville Junction. At this time, the E's were only regularly hauling a baggage car, a sleeper, a Skyline dome and a coach. Oh, the holiday season might double the size of the consist, or maybe the vacations at the University of New Brunswick would add a car or two, but four cars was standard.

Over the course of the next few years I rode and photographed the train numerous times, but not until 1977, when I went to work for the Canadian Pacific, did I fully appreciate all the intricasies and functions that the *Atlantic Limited* performed. This close association also revealed just how fragile its existence was. As an employee, I frequently rode the train to and from the several outlying posts that my duties as a spare operator required. I saw the non-public, yet important, functions that the train performed. In an era before the common use of fax machines, company mail was conveyed by train, payroll checks were delivered to the several appropriate distribution points and locomotive balancing was performed on a regular basis by adding surplus power to the westbound train. This insider position was a mixed blessing, however, as riding the train at will revealed the weakness of the patronage. We deadheading employees and working crew frequently outnumbered the paying passengers. How in the world could it survive ?

VIA. That was how intercity rail passenger service was to continue in Canada. Similar in concept to Amtrak, this crown corporation replaced Canadian National and CP eastern transcontinental service in April 1979, and not long thereafter evidence of its existence became apparent on the *Atlantic Limited*. Former CP FP7s and FP9s, which were familiar on the train, began to turn up in a new blue and yellow paint scheme. However, little else seemed to change, except a seemingly more difficult ticketing procedure.

TRAIN No.42 with E8 1802 on the point, is about to leave Montreal's Windsor Station on its long trek across Quebec, Maine and New Brunswick. It's January 12, 1974, and it's 13 below zero — just another Canadian winter night in the life of the Atlantic Limited. *Only two months before the last* Atlantic Limited, *the eastbound is running hours late, making a rare daytime trip at Brownville Junction on September 18, 1979 (**below**). Power is former CP FP9 1414, freshly painted into the VIA scheme.*

The final night

These, of course, were just harbingers, for change was obviously inevitable, which brings us back to that watershed date, October 28, 1979. At 2:40 a.m., with a crew consisting of conductor P.S. Andrews, Sr., engineer W.H. Pratt, trainman W.E. Nadeau and baggageman G.R. Harmon, plus eleven paying and four deadhead passengers in the coach, and nine paying and six deadhead in the sleepers, the last Canadian Pacific *Atlantic Limited* whistled off and left Brownville Junction, Maine. I was on hand for that event, as I had worked second trick operator at Brownville Junction on the 27th and had annulled the schedule of No.40 on the Moosehead Subdivision. The last train had three operational identities. It ran as No.40 from Montreal to Megantic, as a passenger extra from Megantic to Brownville Junction and as VIA No.12 from Brownville Junction to Saint John. This occurred because the old timetable expired at 2:00 a.m., and thus no schedule — and hence, no authority for movement — any longer existed for No.40. I stuck around after work and took night shots of the single RS10 and four stainless steel cars, as the crew change took place. The ever-practical CP power bureau had assigned an RS10 to this last run, which could easily be brought back in freight service the next night. After all, for the first time in 90 years, a passenger-equipped CP unit would not be needed in Saint John that night.

Most people weren't unduly concerned about this departure, since the passenger train would still run that night. It would just be a different one, perhaps even a better one, right ? Still, there was a bit of sadness felt, because this was *our* train, and the new one that would come was some CN thing or other. As a reasonably well traveled railfan, I was more excited about the new train than the disappearance of the old one. I had seen the *Ocean* and the *Scotian*, the latter being the replacement train. How could one be unhappy about the prospect of a train twice as big, and normally led by A-B-A sets of FPA4s? No one could know that the replacement itself would only last a couple of weeks more than two years, and that the last *Atlantic Limited* had begun a chain of events that sent me on to the Maine Central.

So, it's been 20 years since that last *Atlantic Limited* completed its tour of duty. Oh, yes, passenger trains still came and went for 15 more years at Brownville Junction, but today, there's no *Atlantic Limited*, no Canadian Pacific in Maine and no Short Line passenger train, except on film and, of course, in the memories of those fortunate enough to have had association with it.

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TRANSIT CURRENTS

Bergen-Hudson

THE HUDSON-BERGEN light rail transit system cars were unveiled at a dedication ceremony in mid-February in Harrison, New Jersey. Ordered from Kinki Sharyo Company, Ltd., of Osaka, Japan, at a cost of $93 million are 45 of the low-floor cars. The vehicles are being shipped to a Harrison, New Jersey, assembly warehouse, where they will be put together and tested. The cars are 90 feet long, contain 68 seats, two wheelchair locations and accommodations to hold 122 standees. Eventually the Hudson-Bergen line will run 20.5 miles between Bayonne in Hudson County and Ridgefield in Bergen County. It is expected that about 100,000 passengers will use the 32 stations along the line each day. At present, there is an initial operating segment being built, consisting of 16 stations. It will operate between 34th Street in Bayonne and Hoboken Terminal, with a spur to Jersey City. March 2000 is supposed to see the first phase of the light rail line opened between Bayonne and Exchange Place in Jersey City. The second operating segment will see construction start by around the time you read this, running from Hoboken terminal to Tonnele Avenue in North Bergen. The third phase will see the line built between Tonnele Avenue and the Vince Lombardi park-and-ride. Many thanks to Conrad W. Kreisel for the information.

Progress in St. Louis

There is always a lot of talk about design and engineering for installation of a rail line before there is much to see. Beginning in 1999 and through 2000, people in the vicinity of the MetroLink extension to St. Clair County, Illinois, will see the line taking shape. The Bi-State Development Agency is now moving from the design to the construction phase of the MetroLink expansion project. The Bi-State people operate the 17-mile, 19-station MetroLink service in the greater St. Louis area that reaches from 5th and Missouri in East St. Louis all the way to Lambert International Airport on the west.

The St. Clair County MetroLink will be a double-tracked line built upon concrete ties. There will be 24 bridge structures, eleven signaled at-grade crossings and eleven electrical substations to serve the line's power needs. Each of the passenger stations will have center platforms. Tying in with other parts of the community will be seven park-and-ride lots that will hold about 3500 cars. At various stations along the line will be 41 busbays for the integration of bus and rail service. A new 42,800-square-foot light rail vehicle maintenance facility is now under construction in East St. Louis to house 15 additional light rail vehicles. The added cars will be used for the peak-hour headway of twelve minutes between 5th and Missouri and Belleville Area College to the east. Daily cleaning and inspection will be carried out at the facility as well as both routine and heavy repairs. Possibly the most visible construction spot is the light rail bridge that will span Interstate 64. By about the time you read this, track work will be underway and continue through 1999. The eastern-most stations for the first phase of construction will be at Belleville Area College. In subsequent years MetroLink is to be extended to Scott Airforce Base and the Mid-America Airport. Thanks to Linda Hancock for the information.

Seattle works on rail transit

In 1997 voters in the Seattle area approved a $3.9 billion package of mass transit improvements. This year these will get underway — implementation of a major expansion of bus routes, especially express bus service, and the beginnings of commuter rail service. The keystone of the transit improvements program is the light rail system, which is, not coincidentally, located in the middle of the area between Everett in the north and Tacoma in the south. Called Link Light Rail, the LRT will operate from Sea-Tac International Airport in the south, and the cities of Sea-Tac and Tukwila, run through southeast Seattle, downtown Seattle, the university district and finally reach its northern terminal at Northgate.

Given the general route sketched out above, the specifics are open to much discussion and dissension. For example, should light rail trains run in the center of Martin Luther King Jr. Way south, or to Rainer Avenue south; or should the LRT tunnel its way through Rainer Valley? Should the light rail line use the downtown transit tunnel exclusively, which would require the trolleybuses using it now to run in the streets, or should the tunnel be shared between trolleybus and LRT? Closing the transit tunnel's Convention Place station would require a $65 million relocation for light rail use. An alternate use for the present station would be for train storage. Should an elevated station be built at Interstate 5 and northeast 65th Street in the Roosevelt neighborhood? Should the trains run along Pacific Highway South (International Boulevard) to Tukwila or should they operate by way of Southcenter? There is considerable upset in several places. The Roosevelt neighborhood wants the light rail line to run through it in a subway. The people of Tukwila are particularly unhappy that the LRT will not serve their center of development and hope for expansion. Leroy W. Demery, Jr., supplied the information. He also observed that he thought Sound Transit (the name of the transit agency charged with the development) has underestimated

PLEASE SEND any traction news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

by GEORGE M. SMERK

LRT progress

the amount of service necessary to carry the 125,000 riders per day that have been forecasted for the light rail system. He points out this is not a fatal problem, since additional equipment and more frequent service can remedy the difficulty. He also points out that patronage is a function of the amount of service. When additional equipment was placed in service in Portland, there was a significant increase in ridership. Again, thanks to Leroy Demery for the information.

Czech trolley in New Orleans

The Riverfront line in New Orleans hosted a new streetcar built by CKD Dopravni Systemi, a.s. The car was built in Prague in the Czech Republic. The model demonstrated in New Orleans is a T6C5, which is based on trolleys operating in Prague and other cities in the Czech Republic. The design of this double-ended four-axle car is based on the basic design of PCC cars, but has modern double-sprung trucks and electric choppers with IGBT transistors. CKD has built many thousands of cars based on PCC technology. The car in New Orleans is equipped with lift mechanisms for wheelchairs and is also air-conditioned. The trucks and electrical gear used in the T6C5 cars are now being used by the Perley A. Thomas streetcar replicas that are operating in New Orleans on the Riverfront line. Thanks to James Guilbeau for the news.

Cable car helpers

One of the great traditions of San Francisco is to watch the cable car crews roll the car onto the turntable at the ends of the Powell-Mason and Powell-Hyde lines, and then turn the car around on the table and push it off onto the track where it can once again pick up the cable. At one time many passengers would join in on this chore. Recently concern about liability and lawsuits has confined this job to the cable car crews only. Now relief is on the way for those crew members who have back and leg problems. The city of San Francisco is planning to hire eight to ten able-bodied young people to roll the cable cars on and off the turntables and turn them around. The gripmen and conductors will be delighted, and some teenagers may find themselves in an enviable position as the cynosure of thousands of tourist eyes as well as local commuters. John Allen Lee has not yet decided to offer his services, but he was kind enough to send the information.

Fort Worth rail construction kickoff

On March 29, 1999, a groundbreaking ceremony in downtown Fort Worth launched the Tarrant County phase of the Trinity Railway Express. TRE is the commuter rail line that will link Fort Worth with Dallas via northeast Tarrant County and Irving.

To serve passengers in downtown Fort Worth, the historic Texas & Pacific Railroad terminal is undergoing renovation, and a new intermodal transportation center is under construction at 9th and Jones streets. The existing part of the Trinity Railway Express offers service between Dallas Union Station and South Irving. It is expected that the complete service between Fort Worth and Dallas will be ready for revenue patrons in the fall of 2000. Many thanks to Mike Murray for the information.

Restoring ancient Los Angeles cars

Two wooden streetcars believed to have been built in the late 1800s for the Los Angeles Railway Company are about to be rebuilt and restored. The Traveltown Museum in Griffith Park is loaning the cars to a program to be carried out at Locke & Garfield High School. The program is funded by the Metropolitan Transportation Authority, and faculty from the Los Angeles Unified School District will be assisting in the work, along with MTA professionals. The students will work on the cars to rehabilitate them and return them to Traveltown for future display. Thanks to Frank R. Bauer for the news.

Flashes

From **PITTSBURGH**, Jim Cerny reports that Port Authority Transit is about to award contracts that should allow the transit property to move ahead with its busway and light rail projects. It is estimated that $66.8 million will be needed for the Stage Two light rail transit improvement program in the South Hills area of Pittsburgh. Stage Two is the renovation of 12 miles of the light rail system; this includes the Overbrook trolley line between South Hills Junction and Castle Shannon, as well as the Library and Drake lines. The price tag is estimated to be $500 million to finish the project. In the fall of the year it is expected that a contract will be let for a new light rail subway station behind the new PNC Bank operation center under construction at First Avenue and Grant Street.

In **LOS ANGELES**, Special Master Donald T. Bliss, working under jurisdiction of a federal court order, ruled that the Metropolitan Transportation Authority needs to buy an additional 532 clean-fuel buses in addition to the 2095 buses that the MTA had already agreed to. Furthermore, cutting back some bus lines when the Red Line to North Hollywood finally opens, as the MTA intended, is not going over well. The rulings of the special master can affect future rail plans and anything else that involves money. The special master has been empowered by a ruling in a federal lawsuit brought by bus riders. Thanks to Martin Gombert for the news.

From Richard Barber I learn that **BOSTON**'s Massachusetts Bay Transportation Authority is beginning to rebuild the eleven 1945-vintage PCC cars that are assigned to the Mattapan-Ashmont high-speed line. The Orient Heights shops of the Blue Line will do the rebuilding work. The price tag of $300,000 to $400,000 per car is expected to add 15 years to their life. Project director for the rebuilding is Daniel Cohen, an MBTA employee; one of his former projects was building the replica cars for the Lowell National Park.

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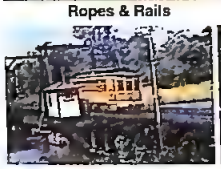
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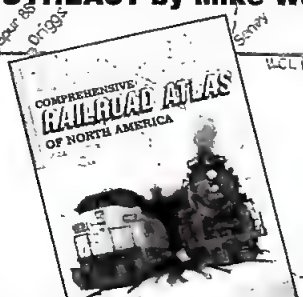

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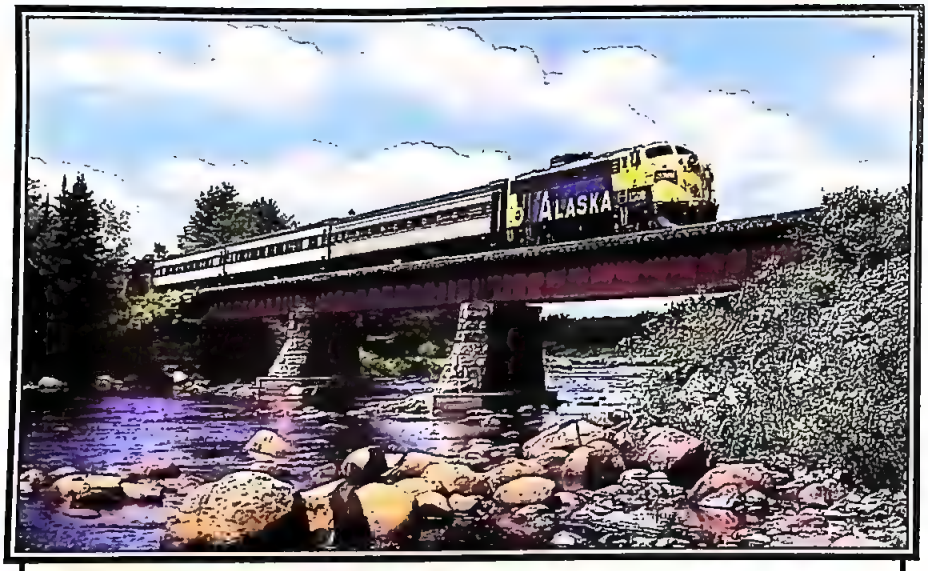


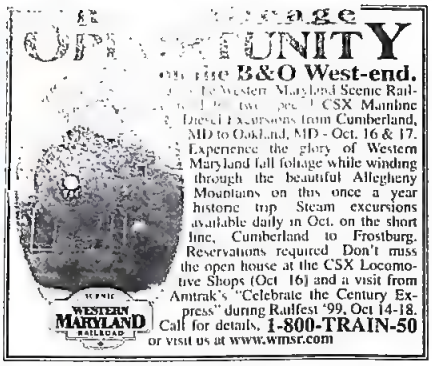
Adirondack Weekend!

GREAT WEATHER, a wealth of fine photo opportunities and terrific scenery greeted those who took part in the Fourth Annual Photographer's Weekend on the aptly-named Adirondack Scenic Railroad in New York state over Father's Day weekend. Coordinated by Tom Trencansky, the event featured a specially chartered train making photo stops at numerous hard-to-get-to spots along the line, including several spectacular trestles. The train was powered by the railroad's former Alaska F7 on one end and an ex-New York Central SW1 on the other. Also part of the festivities were a Saturday evening slide show and banquet at the Van Aukens Inn in Thendara. Located across the street from the railroad station, the Inn was the "official" accomodation for the weekend.

The Adirondack Scenic provides tourist rail passenger service between Utica and Thendara/Old Forge, New York, over a portion of the old NYC branch to Lake Placid. For much of the ride, the railroad passes through the pristine wilderness of the Adirondack State Park. The railroad is currently at work on restoring service all the way to Lake Placid, though significant trackwork — including the repair of a major washout — is needed before that can occur. For information on the Adirondack Scenic, call 315/369-6290, or visit them on the web at *www.adirondackrr.com*. —*G.F.*

Photos: George Fletcher

***ADIRONDACK SCENIC'S** ex-Alaska F7 performs a runby on the trestle at McKeever, New York, on June 19, 1999 (**above**). At the end of the day, SW1 No.705 poses at the restored Thendara depot (**right**). C420 No. 2064 heads up the regular afternoon train to Utica as it passes the photo special at Otter Lake, New York. The ADCR's coaches sport a sharp-looking NYC-inspired paint scheme.*



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EDITORIAL COMMENTARY

Sacramento and the NYO&W

Jim Boyd

SACRAMENTO NORTHERN F3s 301-A and 301-D were at the Western Pacific's Jeffrey Shops in South Sacramento in July 1969. The units were formerly New York, Ontario & Western 501 and 502.

STARING AT THE BIZARRE "Bat..." version of the Talgo train on display at Railfair '99, I was struck with the tenacity of this lightweight trainset. The Talgo, long used on the railways of Spain, had made its North American debut back in the mid-1950s when American Car & Foundry began marketing the low-slung articulated streamliner at the behest of the New Haven's Pat McGinnis. My favorite image of the ACF Talgo is a Marv Cohen photo showing the train in front of the New York, Ontario & Western depot in Middletown, New York (see Bob Mohowski's book *New York, Ontario & Western in the Diesel Age* from Andover Junction Publications).

It also occurred to me that Railfair in June 1999 was just a month shy of 30 years since my first visit to Sacramento, on a two-week westward jaunt with Mike Schafer and Richard Dean in July of 1969. My most memorable image of Sacramento from that trip was a sunny roster view taken in the Western Pacific's Jeffrey Shops in South Sacramento of a pair of brilliantly painted Sacramento Northern F3 freight cab units 301-A and 301-D. These two units had been NYO&W 501 and 502 and had come west (along with the 503, which became WP 801-D and later 926-A) in the summer of 1957 after being purchased from scrap dealer Hyman-Michaels for $50,039 each. The SN had used them on a road-haul over the Santa Fe of coil steel trains to the United States Steel mill in Pittsburg, California.

Who would have thought that on two occasions 30 years apart, the ghost of the New York, Ontario & Western would manifest itself in Sacramento, California? —*JIM BOYD.*

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"What does it sound like?" That was my first question when I learned that EMD was testing its new four-cycle "H-engine" for use in the 6000-h.p. SD90MAC's. "It's the smoothest four-cycle I've ever heard," was the answer from Jack Wheelihan, who had seen them on the test pad at EMD's plant in La Grange, Illinois.

To hear an H-engine working hard became a goal of mine, and I saw my first four-cycle 90MAC (or "Nanny-MAC," as one veteran UP diesel man dubbed them) in Proviso Yard in Chicago around Christmas 1998 — idling. I spotted another one at Roseville during Railfair, this time idling in a light engine move to the shop. They were, indeed, quiet rumblers, but I really couldn't tell much about the sound, except that they have dual EMD turbochargers, which have a familiar whine to them. You can spot an H-engine 90MAC by the inwardly angled carbody hood above the engine. The "convertibles" with the 710 two-cycle engines have square shouldered hoods like a conventional unit.

I got my first look — and listen — at a hard-working 90MAC on the former Chicago & North Western at Rochelle, Illinois, the week after Railfair. In grubby twilight, the GM 90 white demonstrator came east across the old CB&Q diamond on a coal train with a dead SD40-2 trailing it. His speed was down, so I chased him eastward and caught him struggling wide open up Creston Hill, one of the steepest grades on the C&NW main line across Illinois. The C&NW's big Baldwin 4-8-4s had been Class H, and everyone on the railroad referred to them as "H-engines." So here I was in 1999 listening to a new "H-

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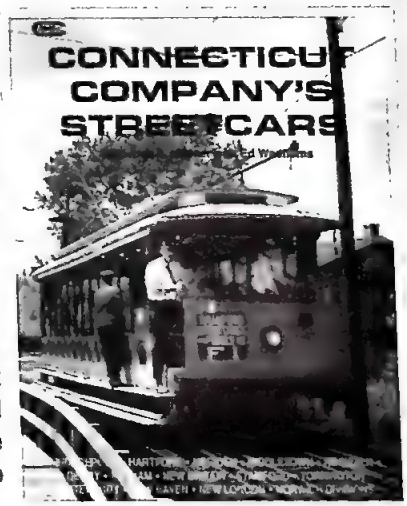

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NOVEMBER 1999 ISSUE ON SALE OCTOBER 1

engine" tackling [illegible]

The lone unit had a fairly distinctive low "rumble" to it, capped off by the EMD turbo whine. The engine d[illegible]n to "chop" or "chug" like a GE but is much smoother and a bit deeper in tone. It doesn't have the smooth "sing" of the two-cycle EMD 710 or 645, even though the turbo sound is nearly identical.

On Friday, July 2nd, I was nearly late for my Dixon High School 40th Class Reunion (where I spent four hours with 150 people that I once knew but had never seen before — "Who did you used to be?") when I learned that there were two fresh H-engine Nanny-MAC's eastbound out of Clinton, Iowa, on the "Clipper" (Clinton-Proviso local CLPR). Cleaning up yards along the way for the upcoming holiday weekend, the Clipper was becoming a very heavy train of about 180 cars.

I dressed into my suit and tie at the hobby shop restroom at the Rochelle Railroad Park, and the guys monitoring the scanner told me that the Clipper was making a pick-up at the steel mill in Sterling, about 40 miles to the west. I beat feet for Dixon to hear the H-engines on Dixon Hill, but the UP was making use of the eastbound main for westbound moves to gather up an entire division full of track equipment and stash it in the old House Track at Dixon. Meanwhile, westbounds were flowing like streetcars.

Happy Hour at the Reunion was set for 6:00 p.m., but still the track equipment parade continued. I decided to risk all and head for Nelson, staying within sight of the track (going directly to Sterling would have been too risky, because the Rock River cuts you off halfway, regardless of which side of the river

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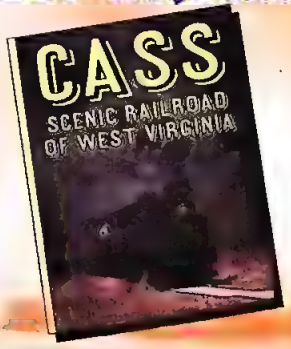

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Carstens

Jim Boyd

THE SOUNDS OF "NANNY-MAC's" fills the air as Union Pacific SD90MAC's 8516 and 8521— complete with the "H-engine" — work east of Nelson, Illinois, on the former Chicago & North Western on July 2, 1999.

you take). Dinner at the Reunion was 7:30, and the Country Club was a half hour away — 6:30 would be my cut-off.

At Nelson at 6:28 the eastbound signal cleared a high green. The Clipper was on his way! The reunion would have to wait — I do have priorities.

The sky was again gloomy, but the camera was loaded with Sensia 200, so I was ready when the pyramid of light appeared in the west. The Clipper had SD90MAC's 8516 and 8521 with a GP15-1 and Dash 8-40C in trail. There is a two-mile parallel pace road eastward from Nelson that has long been a favorite spot of mine, and I easily got alongside the Nanny-MAC's as they went to full throttle at about 30 m.p.h. This time I snapped a couple of pacing pan photos before simply concentrating on listening to the sound. There was that rumble again and the turbo whine. My general impression was that the sound was similar to that of an SD70 and a GE Dash-9 blended together, as in a typical two-unit set. But the H-engine had more of a "throb" and less of a "rap" than a hard-working GE — or Alco, for that matter.

The chase road angled away form the tracks at the same spot where more than 30 years ago I'd seen my very first SD40, and I kicked it eastward to watch the Clipper hit Dixon Hill from the McRoberts Crossing overhead bridge. The Clipper met a westbound right under my feet and rumbled its way up Dixon Hill. What a way to wrap up my hometown visit.

And, yes, I made it to the Class Reunion by 7:05 in time to realize that there was nobody there I even remotely remembered except my metal shop teacher. But the dinner wasn't bad. Funny, my high school days always seemed to play second fiddle to trains back then, too — *JIM BOYD.*

25th Anniversary trip refunds

As those of you onboard know, the excursion we were promoting as the R&R 25th Anniversary trip from Scranton to Analomink, Pennsylvania, was terminated early in the trip when a locomotive made an unexpected heavy coupling onto the passenger train during the lunch stop at Cresco. Due to the termination of the trip, full refunds are being offered by Steamtown National Historic Site. Call 570/340-5204 for details.

Steve

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Final Frame

Photo by Lester J. Jordan Jr.

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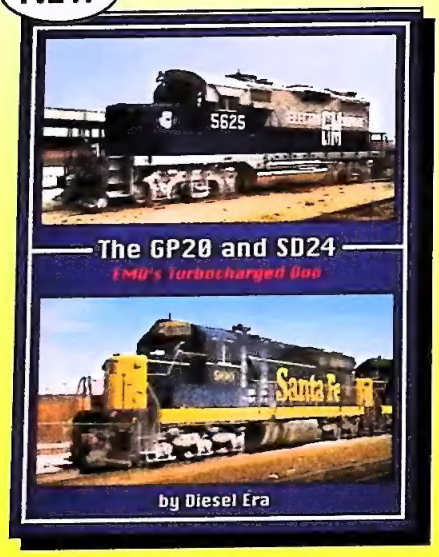

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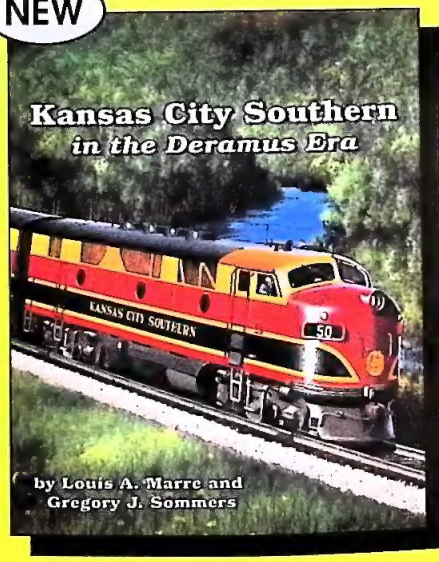

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